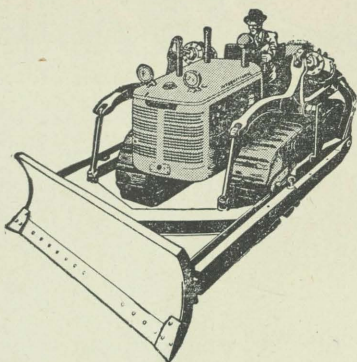


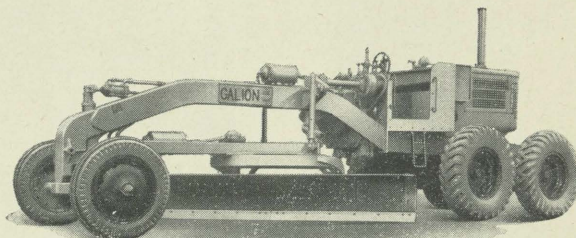
***Democrats Honor Tom Johnson***

**November 1944**  
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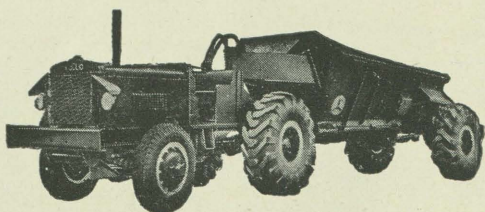
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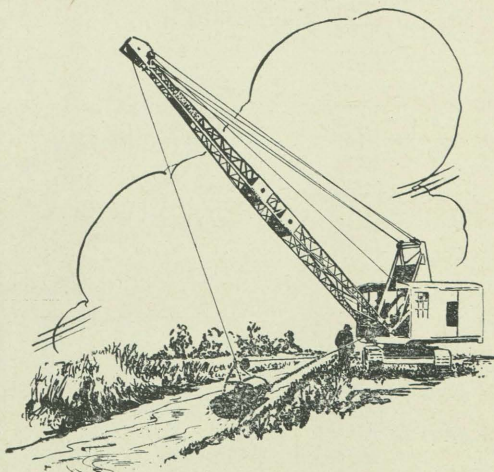
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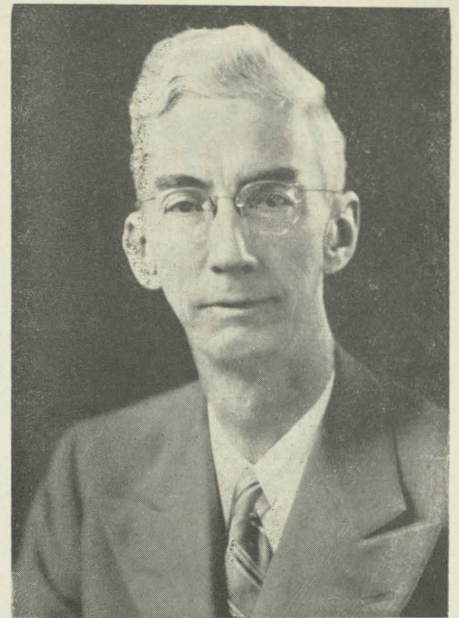


Northwest Dragline



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### OUR COVER PICTURE

Thomas A. Johnson, chairman of Florida State Road Department, who was honor guest at a banquet in Pensacola October 7, when the Escambia Club of Young Democrats presented him with a trophy as the outstanding Democrat of 1944 in that section. Story on page 9.

### Old and New Governors To Attend C. of C. Meeting

A past governor, the present governor and the future governor of Florida will address the annual meeting of the Florida State Chamber of Commerce at the Tampa Terrace Hotel, Tampa on December 4-5, according to Carl D. Brorein, chairman of the program committee.

Former Governor Doyle E. Carlton will be the toastmaster at the annual banquet in the Palm Room of the hotel on the night of December 4.

Governor Spessard L. Holland will deliver the keynote address December 4, using the theme of the meeting "Florida Tots Up 100 Years of Progress," as his subject.

Democratic nominee for governor, Millard Caldwell will be the principal speaker at the banquet. He is expected to discuss the years ahead of Florida at the beginning of her second century of statehood.

Fighter pilots obtain brief surges of extra power for combat by pushing a button which injects water into their air-cooled engines, cooling the cylinders, cutting down detonation and permitting leaner gas mixtures.

The Governor of North Carolina is the only governor in the Union without the power of legislative veto.

Opium was administered by the ancient Chinese before operations.

### CONTRACT AWARDED FOR FOOD LOCKER

A New York concern has been awarded the contract for construction of a \$50,000 food storage locker plant in Bradenton. Nicholas Monaco will be general manager for the company.

The plant will be erected on lots near the Bradenton business district which the company purchased from the city several months ago.

Monaco said the contract calls for the construction of the building, refrigeration and other equipment required for the frozen food and locker plant.

The food locker and processing plant will be one of the most complete in Florida, affording facilities for the storing of vegetables and meats for use the year around.



# FLORIDA HIGHWAYS

Official Publication of

State Road Department of Florida—Florida Highway Patrol  
Association of County Commissioners—Florida Trucking Association, Inc.

Authorized medium of Motor Vehicle Division and other State departments.

VOLUME 12

NOVEMBER 1944



NUMBER 12

JOHN KILGORE, Tallahassee

Editor

J. E. ROBINSON, Winter Garden

Publisher

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material), provided proper credit is given to Florida Highways. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Florida, under the Act of March 3, 1879.

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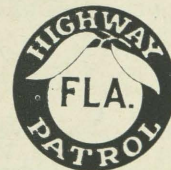
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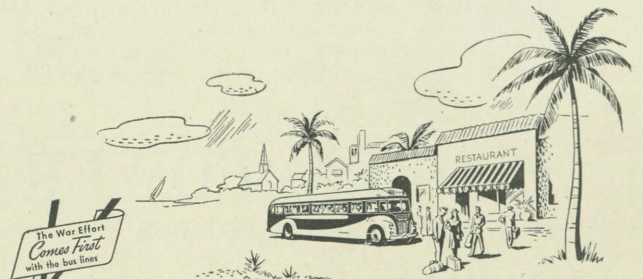
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Meet Our . . .  
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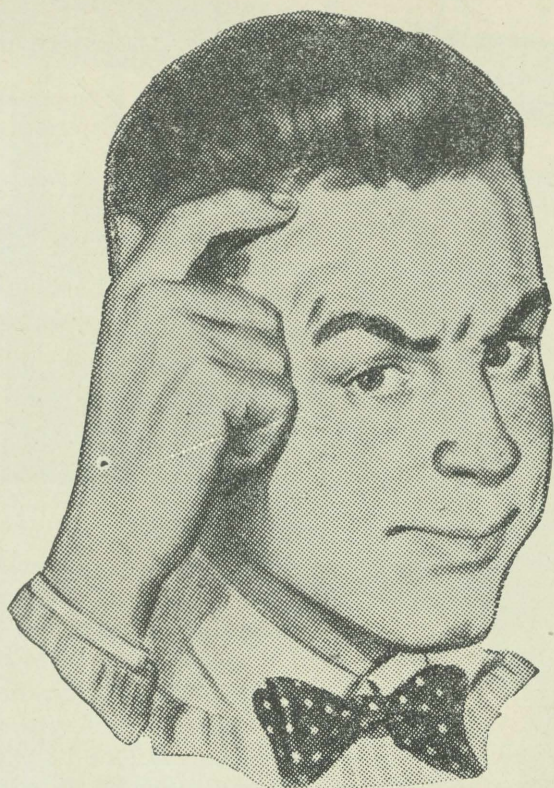
He's one of the finest and one upon whom we set great store in these strenuous days of war-time transportation. He's a one-man team, this fellow—a bus line complete in himself . . . ticket agent, dispatcher, baggage man, traffic manager, information center, all in one. His days are pretty lively. Naturally he is a very important man to Florida Motor Lines, and to those who must travel.

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Fastest Direct Route Via Florida West Coast





# EDITORIALS

## TAKING FULL ADVANTAGE OF OPPORTUNITIES

AT PENSACOLA this month leading Floridians from all parts of the State gathered to pay tribute to Thomas A. Johnson, chairman of the State Road Department. The occasion was the annual award of a plaque to the outstanding Democrat of the year by the Escambia Young Democratic Club but it broadened into a State-wide recognition of the services of the man who guided the State Road Department through the war years and into a general Democratic rally.

Speakers at the meeting reviewed Tom Johnson's life and each told what, in his opinion, has characterized his career. While agreeing with each speaker on the points covered, we feel that the outstanding characteristic of Tom Johnson's administration of the road department has been his resourcefulness in taking advantage of all opportunities, as they existed.

This was not and could not have been a great road-building administration. When Governor Spessard L. Holland came into office and named Tom Johnson to head the road department, war was upon us although it had not been declared and open hostilities had not broken out. The four years ending January 2, brought the declaration of war and the inevitable conversion of materials and manpower to war production. Road construction, of necessity, slowed down during the early years of this administration and has been heavily curtailed in the later years.

Some less enterprising road department, led by a less resourceful chairman, might have accepted wartime shortages of materials, equipment and manpower as definite and insurmountable obstacles to any worthwhile accomplishments. A do-nothing policy might have resulted. That this policy did not prevail is amply shown by the record.

The first and most conspicuous opportunity to make the State Road Department serve the State in the face of hampering wartime restrictions was seen and seized in the matter of freeing toll bridges. For decades Florida motorists and tourists had been annoyed and free traffic on the highways had been retarded by toll bridges. The State Road Department embarked upon a policy of taking over these bridges and opening them to free travel. Most important of the series of bridges thus freed were Davis Causeway and Gandy Bridge, both spanning Tampa Bay and linking Tampa with St. Petersburg, Clearwater and other cities. Other bridges on the list were of equal importance to the residents of the areas served.

As a result of the bridge-freeing policy, Florida has now practically no toll bridges, the outstanding exception being the Overseas Road and Bridge Dis-

trict stretch on the Overseas Highway. When the war ends and tourists again flock to Florida by automobile, the State will be, as a result of this policy, in position to take full advantage of the good will of its visitors, building on that foundation for its future prosperity. This is, of course, but one of the many advantages of toll-free bridges. The immediate need in the Tampa Bay area was to relieve housing congestion in Tampa by providing easy travel facilities from the shipyards and other war industries to available housing facilities on the Pinellas peninsula. When the tolls were removed, war workers found it convenient and inexpensive to live across the bay. The advantage is not confined to war workers, of course, but is enjoyed by permanent residents engaged in normal occupations. Such advantages will survive the war and will be enjoyed for decades by the people who live and earn their living in that section of Florida. The saving in transportation costs and tolls will continue to accrue.

The second great opportunity, recognized and seized by the road department, was the chance to obtain a highway linking the mainland with Key West. The right-of-way, network of bridges and much valuable foundation material became available when the Florida East Coast Railway decided not to rebuild the Overseas Railway line to Key West after it was destroyed by hurricane. The Overseas Road and Bridge District made a start at conversion of railway bridges and roadbed to highway use but the major part of the job remained to be done. The railway property was acquired for a small fraction of its original cost. The State Road Department perfected special designs for bridge conversion. When difficulty was encountered in obtaining satisfactory bids for construction of major parts of the total project by private contractors, the road department undertook to finish the job with its own equipment and personnel. Contracts were let on sections of the project where satisfactory bids were received.

Work proceeded under hampering wartime conditions but with dispatch. In speedy time the bridges and the modern well-aligned highway were completed. Material for much of the road work was taken from the keys alongside the right-of-way, saving much in time and expense.

This spring Governor and Mrs. Spessard L. Holland officially opened the Overseas Highway to traffic. It was recognized widely as one of the major highway construction feats of the Nation and perhaps the most unique stretch of highway on this continent.

Resourcefulness was demonstrated on the Overseas Highway in many ways. Obstacles were overcome, expense was avoided, and Federal financial aid was obtained. As a result Florida now has a modern highway from the mainland to the southernmost city in the United States, (Continued on page 35)



# Alcoma Packing Association

and

# Alcoma Association

LAKE WALES, FLORIDA

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HOME OF TEMPLE ORANGES

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## CITRUS FRUITS

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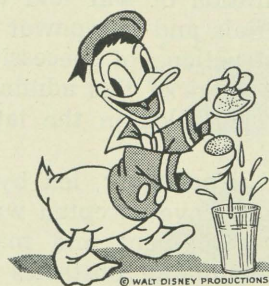
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water and Tarpon Springs.

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# Democrats Honor Tom Johnson . . .

**P**OLITICAL LEADERS from all parts of Florida assembled in Pensacola, Saturday, October 7, to express their admiration for Thomas Arthur Johnson, home-town product who has made good in a big way, and to unite for the fall campaign.

Governor Spessard L. Holland called him the "best road department chairman Florida ever has had" and said that he was respected and admired throughout the length and breadth of the State because of his eminent fairness.

The Escambia Club of Young Democrats, who gave a banquet

By **MARION T. GAINES**

in his honor presented him with a trophy as the outstanding Democrat of 1944 in this section.

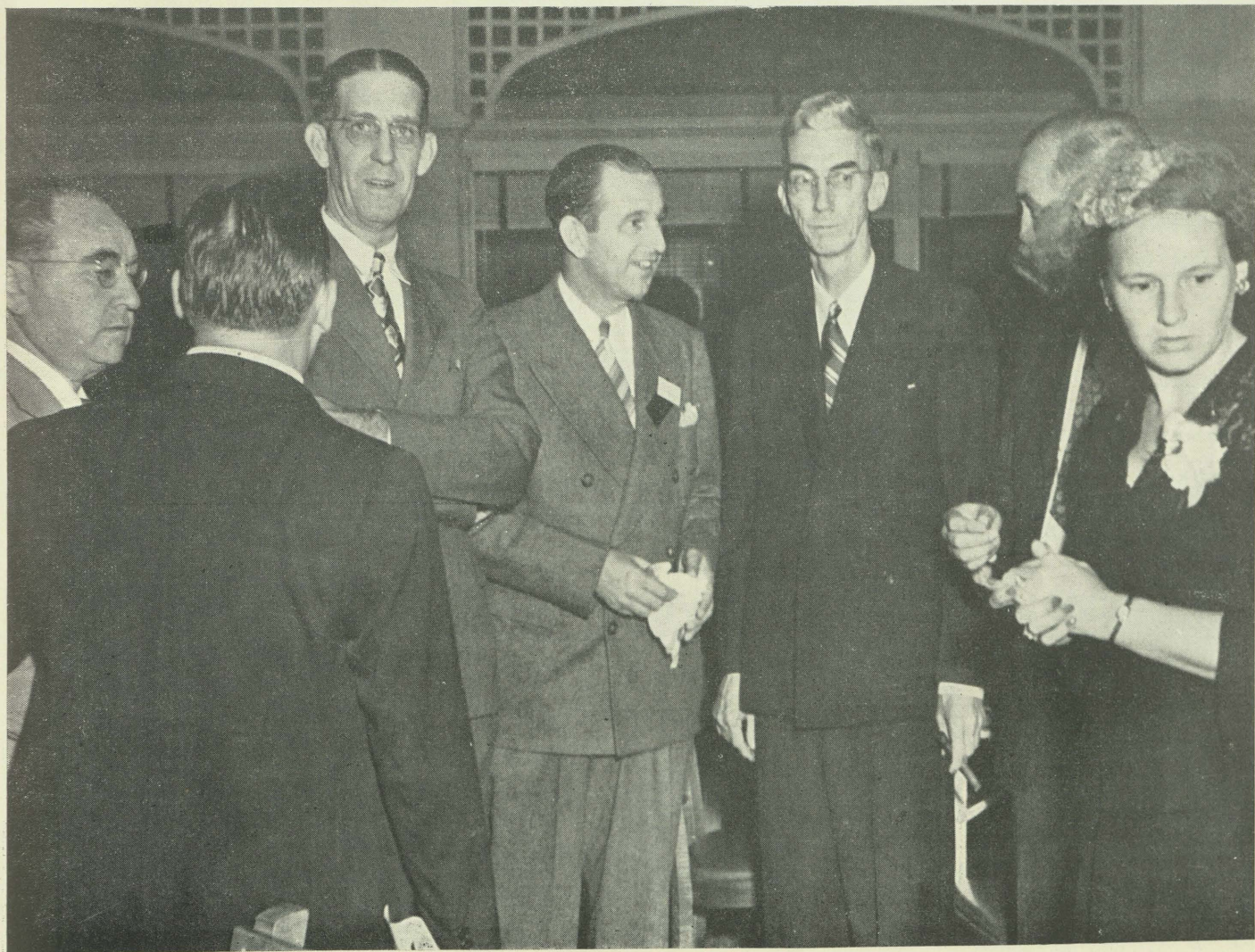
Governor-nominee Millard F. Caldwell, Senator-nominee Dave Thomas of Escambia, City Manager Adrian E. Langford of Pensacola and John E. Frenkel, clerk-comptroller of the West Florida metropolis paid high tribute to Johnson as a young man, as a citizen of his own community and as a State official.

The gathering of bigwigs was not without its political implications, nor was it merely a back-slapping party devoid of levity.

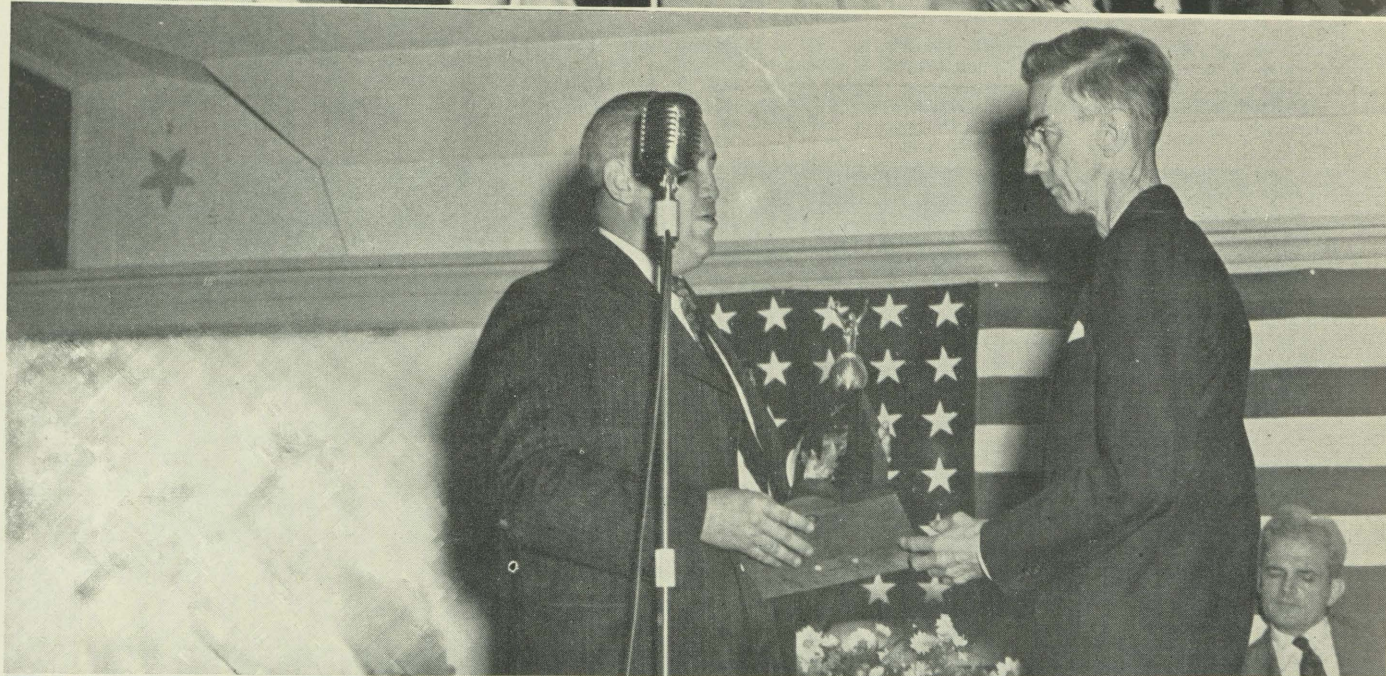
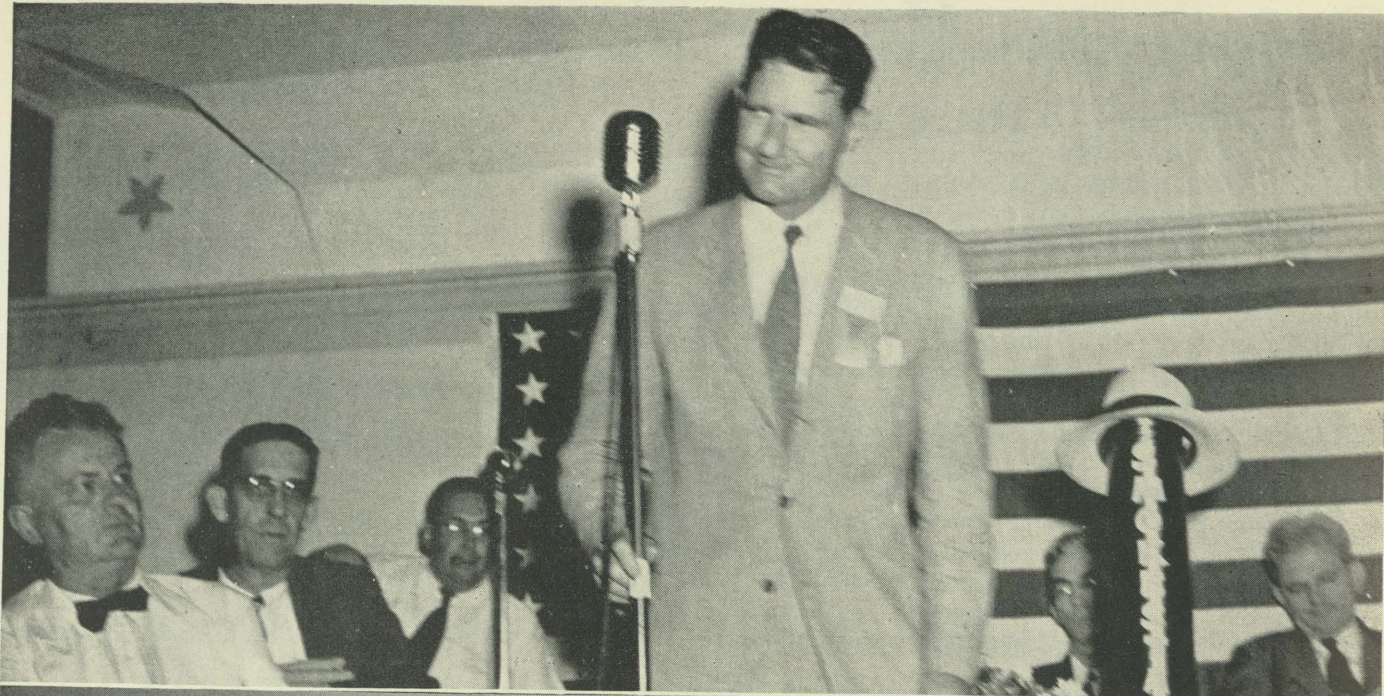
Both Governor Holland and Nominee Caldwell sounded off with messages to Florida Democrats concerning the coming general election.

The governor outlined three issues of the general election, winning the war, winning the peace and providing opportunities for better living. He said President Roosevelt's leadership as commander-in-chief and his plans already in the making for an organi-

**LEADERS AT BANQUET HONORING JOHNSON**—Left to right are, with back to camera, Wesley Chalk, toastmaster; John E. Frenkel, city clerk of Pensacola and speaker; Mayor Walter E. Wicke of Pensacola; Byrd Sims, past president of the Young Democrats and head of the organization in the third district, who presented testimonials to Johnson; Thomas A. Johnson, road department chairman, who was awarded the trophy as outstanding Democrat; F. G. Wilson, president of Escambia Club of Young Democrats, and Mrs. Alice Carroll, Escambia woman member of Florida Democratic executive committee.









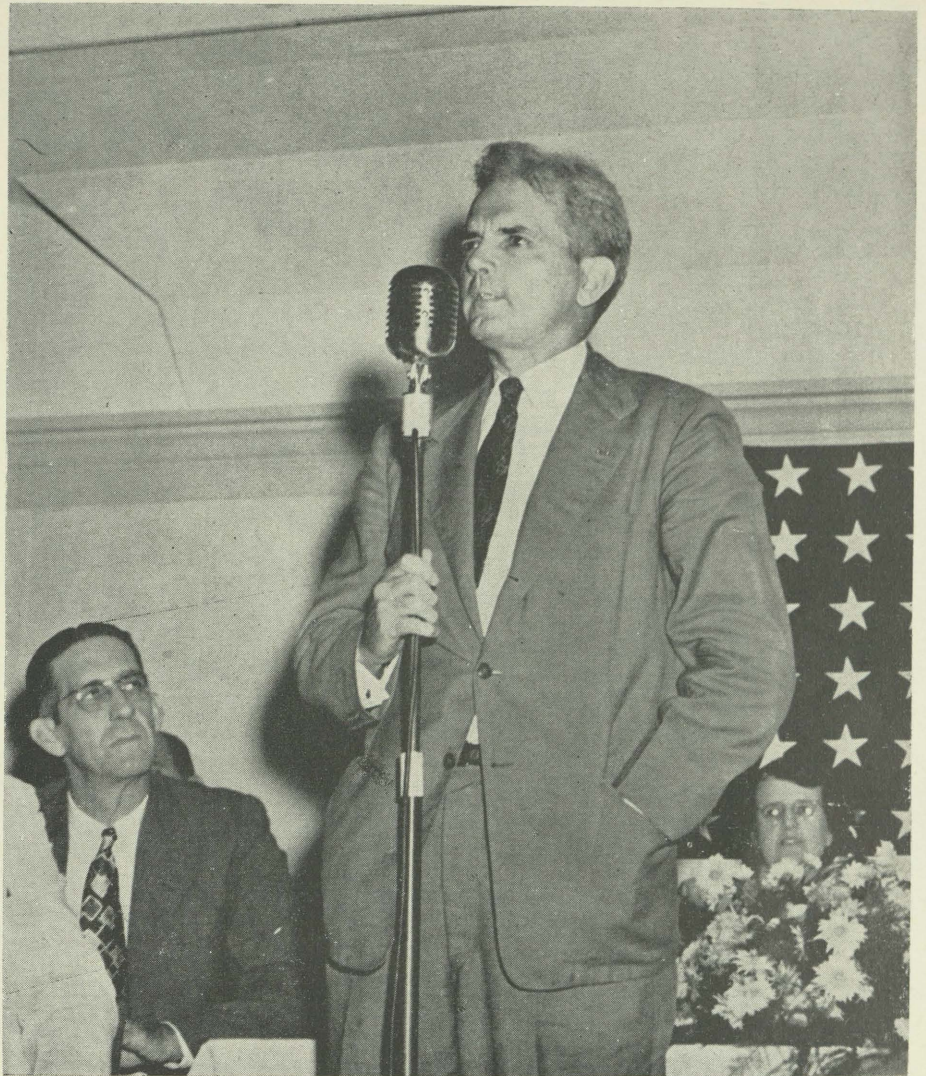
zation to preserve peace showed him a post-graduate in world of-fairs, while his Republican oppo-nent is only a freshman.

As to the third issue, Holland compared the two leading political parties and asserted that the Dem-ocrats stood for men above money, for humanitarianism above econ-omy.

Caldwell told of the qualities which had made Johnson a suc-cessful road department chairman, just as they had made him success-ful in other endeavors, and applied them to the Democratic party. Among these qualities he stressed loyalty and cautioned against ticket-splitting. Caldwell said that if members of the party do not like some things about it, the best way to correct them is to stay in the party and work to make it what they want it to be.

Fun and levity was interspersed with the more serious part of the program. Wesley Chalk, News-Journal sports editor and political writer served as toastmaster and kept the program informal, speedy and jocular.

Frenkel, telling of Johnson's boy-hood, came out with some reveal-ing facts about Tom Johnson as a child and young man and Adrian Langford traced the Johnson fam-ily tree in an amazing way. On the speakers' table was a piece of stovepipe labeled "Smokestack," Johnson's nickname, derived from



**GOVERNOR SPEAKS**—Mayor Walter E. Wicke of Pensacola, who welcomed the noted visitors to Pensacola to honor Tom Johnson, watches intently as Governor Spessard L. Holland grabs the microphone and launches into a discussion of issues in the general election campaign.

**GOVERNOR-NOMINEE SPEAKS**—Mil-lard F. Caldwell, (top) who only a year ago received the Escambia Democrats' award for outstanding party service is shown here as he spoke in honor of Thomas A. Johnson, 1944 recipient. In the background, left to right, are A. E. Langford, Pensacola city manager; Wal-ter E. Wicke, Pensacola mayor; Wesley Chalk, newspaperman-toastmaster; John-son, behind the "Smokestack" and Gov-ernor Holland.

**TROPHY PRESENTED JOHNSON**—F. G. Wilson, (center) president of the Es-cambia Club of Young Democrats, pre-sents Thomas A. Johnson, chairman of the State Road Department with a trophy as the outstanding Democrat of the coun-ty. Pensacola officials also paid high tribute to Johnson as a local citizen and as a State official.

**SCENE AT SPEAKERS' TABLES**—Left to right, (bottom) Thomas A. Johnson, honored guest with his hat atop a stove-pipe lettered "Smokestack," his nick-name; Governor Spessard L. Holland, sip-ping some water preparatory to speak-ing; Millard F. Caldwell, governor nomi-nee; Mrs. F. G. Wilson, wife of the president of the Escambia Club of Young Democrats and John E. Frenkel, Pensa-cola city clerk-comptroller, one of the speakers at the Johnson banquet.

the ever-present cigar in his mouth.

A large delegation from Dade County, headed by Senator-nom-inee D. C. Coleman, and senators and representatives from other parts of south and central Florida were cited by Governor Holland as an indication of Johnson's State-wide popularity.

Three members of the State cab-inet, J. M. Lee, comptroller; Colin English, superintendent of public instruction, and J. Ed Larson, treasurer attended the banquet held in Pensacola Beach casino. "Little cabinet" members present included Edgar Scarborough, bev-erage commissioner, J. J. Gilliam, highway patrol director, and Boyce Williams, industrial com-mission chairman.

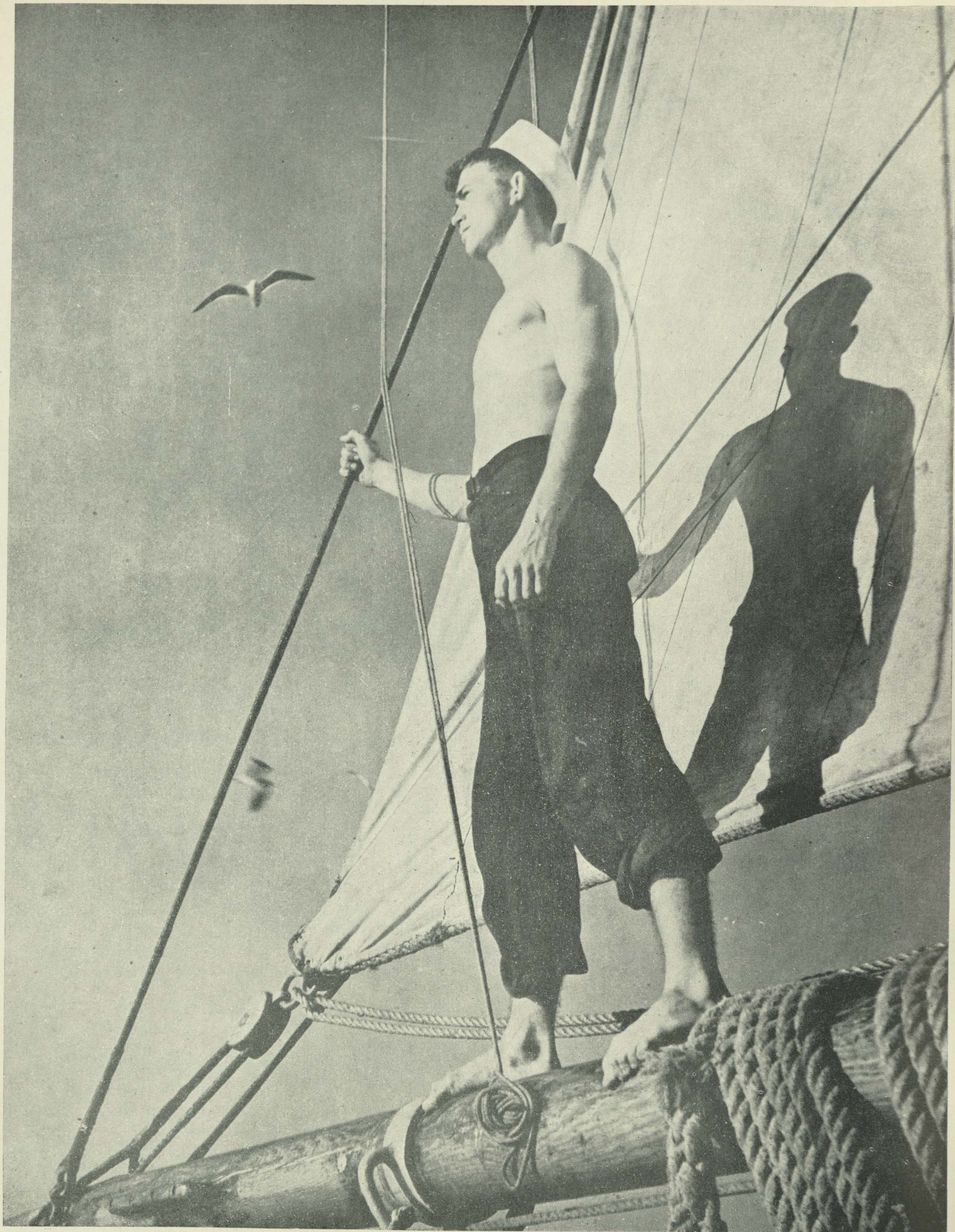
Walter W. Rose, Orlando, presi-dent-designate of the State senate, and Evans Crary, Stuart, speaker-designate of the house, headed the senate and house delegations. Among other notable politicians were Arthur L. Anderson, State Democratic campaign chairman; R. L. Shipp, assistant secretary to the governor; John Wigginton, Mil-ton, reported slated as executive secretary to Caldwell.

Lt. Bruce Johnson, son of the honored guest and a graduate of Annapolis was present, as well as his mother, Mrs. Johnson. Lt. Rich-ard H. Merritt, former Escambia County board attorney represent-ed the Pensacola Naval Air Train-ing bases.

The evening banquet was not

(Continued on page 43)





—Photo by U. S. Maritime Service.

Standing watch on the Joseph Conrad. This apprentice seaman is typical of the hundreds of young men from all sections of America who arrive each month at the U. S. Maritime Service training station, St. Petersburg. He, and hundreds like him, are trained in approximately 13 weeks for active duty with the U. S. Merchant Marine, either in the deck, engine, or stewards' department.



# Way To The Sea . . .

**O**N THE SECOND of November 1939, among the many ship departures from New York were two of particular interest. The first of these vessels, viewed from shore, caused no special comment for she was very much like the thousands of other ships which make up the bulk of harbor traffic in that busy port. She was the American Seaman, newly reconditioned and outfitted by the United States Maritime Service. Her name was new, for previously she had spent many months at sea as the Edgemont, but she appeared now as only a flush deck converted

By

**Li. (jg) Alfred H. Temple, USMS**

Ass't Reg. Public Relations Officer, USMS Training Station, St. Petersburg. Approved for publication by **COMMANDER HOLLIE J. TIEDEMANN, USMS., Superintendent, USMS Training Station, St. Petersburg.**

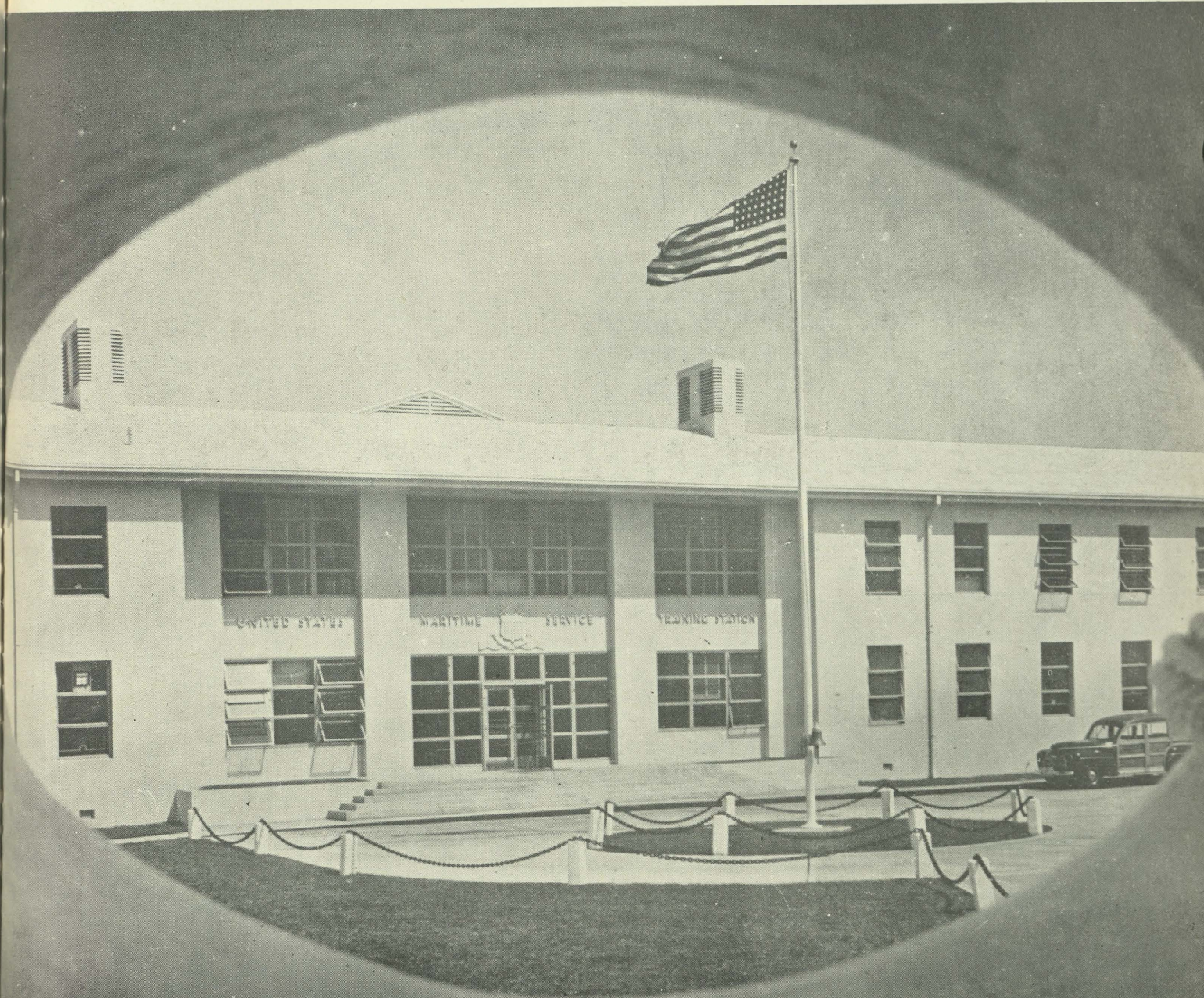
freighter of some 11,000 dead weight tons.

By contrast, the second vessel departing on this November day drew comment from landlubber and seafaring man alike. Dwarfed by the 437-foot length of the American Seaman, this second vessel boasted an over-all length of only

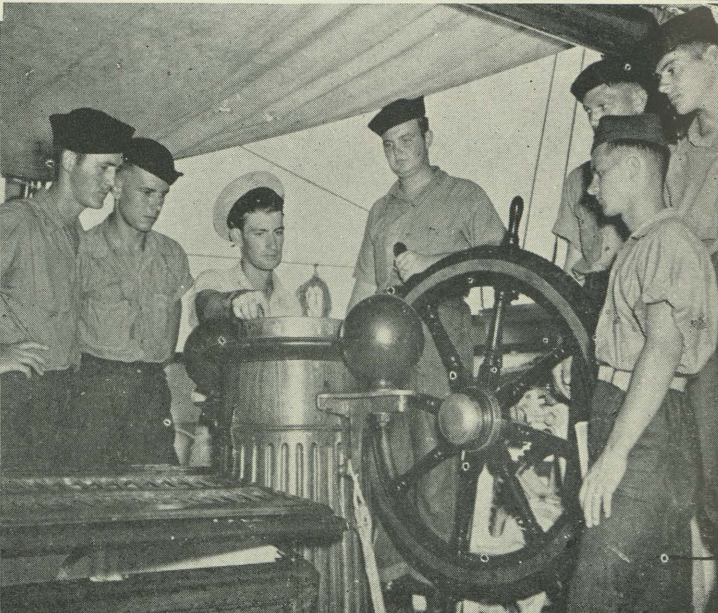
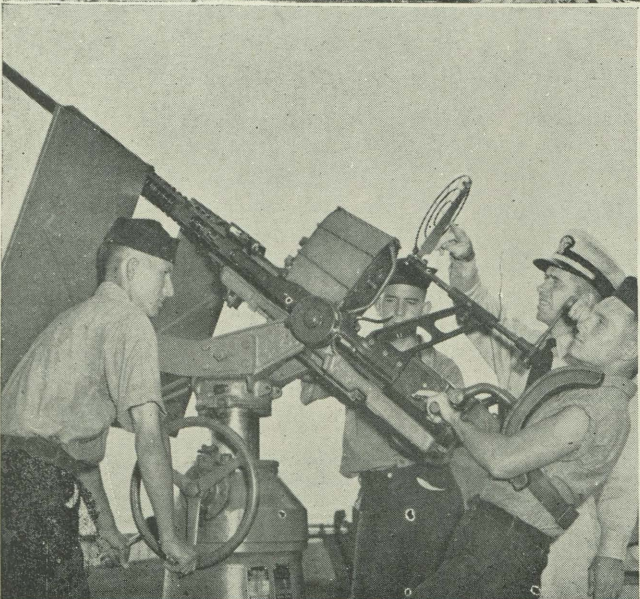
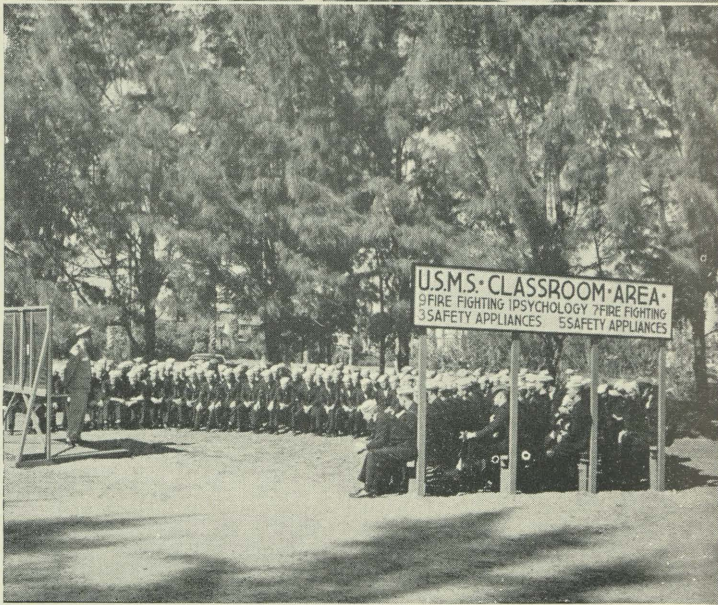
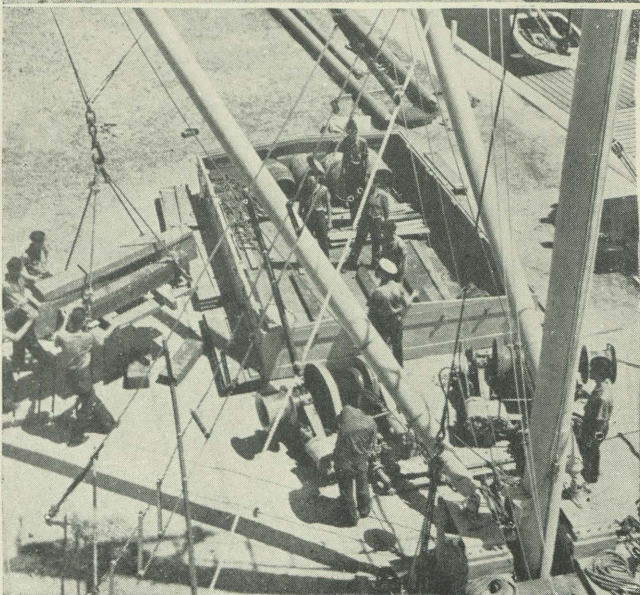
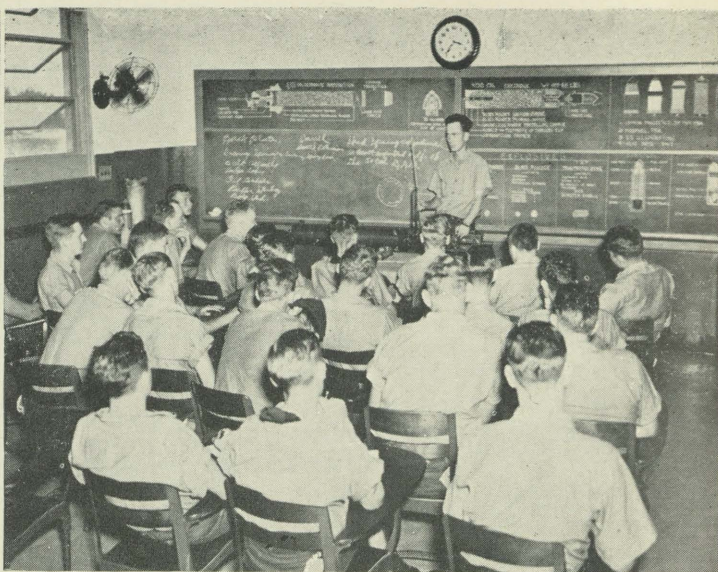
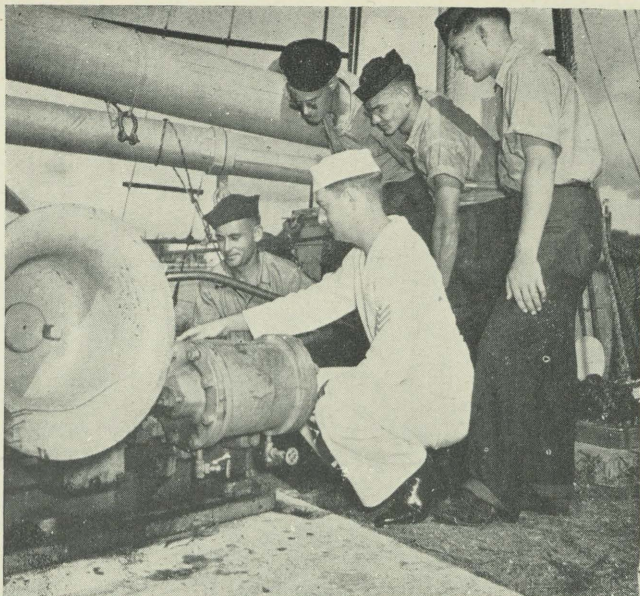
118 feet and 500 dead weight tons. In appearance, however, she stirred memories in the hearts of the crustiest "salt" along the waterfront, for she was a full rigged ship, and although the smallest in existence she bore a name famous in sea lore. Arched across her stern were the words Joseph Conrad, and she bore them proudly, as always, as she put out to sea.

The destination of both vessels was the same. Although the Joseph Conrad was bowling along under full sail, she was no match for the 2,500-horsepower turbine of the American Seaman which forged

Main entrance of administration building at the U. S. Maritime Service training station, St. Petersburg, photographed through a mooring chock of the USMS Tusitala.  
—Photo by U. S. Maritime Service.







Merchant seaman trainees (upper left) who are working for ordinary seaman's papers learn cargo handling methods. Here a small group is taught cargo-winch operation. Cargo handling practice (center left) at the St. Petersburg training station. Deck trainees operate this "dry-land" apparatus. Although gunnery is not stressed (bottom left) during merchant seaman training, every deck trainee learns how to handle a 20 mm. machine gun. Class period at the St. Petersburg training station (upper right). Engine trainees learn rudiments of ordnance. Open air classroom (center right) where trainees attend their first lectures. Compass class aboard the training vessel, Joseph Conrad (bottom right) the world's smallest three-masted, square-rigged sailing ship. —Photos by U. S. Maritime Service.



steadily ahead of the smaller vessel as they turned their bows southward.

The arrival of these vessels at St. Petersburg on the West Coast of Florida was significant. This was no spectacular beginning, for their intended berths were not yet in existence. On arrival, they tied up at the United States Coast Guard Base in St. Petersburg and the first operations of the United States Maritime Service training program began in a modest office in a small building at the Coast Guard dock. First results achieved were under the limitations of new groups of trainees not exceeding the 29 men taking basic seamanship aboard the Joseph Conrad before assignment to six months of actual sea duty aboard the American Seaman. As originally planned, the peacetime training program for each recruit consisted of a full year's instruction, approximately six months ashore and six months afloat. The span of this training period permitted the unhurried graduation of seamen with a maximum of opportunity for proof of capacity and best qualifications for types of sea duty. In June 1940, further floating equipment was utilized with the addition of the retired full rigged ship

Tusitala. Famous among sailing ships in her time, the Tusitala, 261 feet over-all and 1,700 gross tons had participated in the famous grain races between Australia and England. With her masts cropped and her decks cleared of sailing gear, she was towed into St. Petersburg and tied up to be used as a stationary training ship to augment training facilities. Her use in this manner increased the number of trainees in incoming sections to 220 men. With the arrival of the Tusitala began a steady expansion of facilities which has continued until today. Numerous small craft were added to enlarge lifeboat training facilities, and the steel bulkhead which outlines the present United States Maritime Service Training Station was erected and dredging operations begun to pump up the area of made land on which the present base is built. This construction started in the fall of 1940 and as it progressed, in early 1941 the merchant seamen training period was reduced to nine months.

Continuing heavier demands for graduated seamen imposed by the larger number of ships being built necessitated, just prior to Pearl Harbor, a further reduction of this training period to six months. Just

prior to this time, the administrative building of the present base was completed and operations were moved from the Coast Guard base to these new and most modern quarters. This occurred in September 1941 and for the first time the American Seaman, the Joseph Conrad and the Tusitala found the berths for which they were intended.

A continued broadening of facilities at this new base, even in the face of a reduced training period made possible a tremendous increase in the number of graduated seamen.

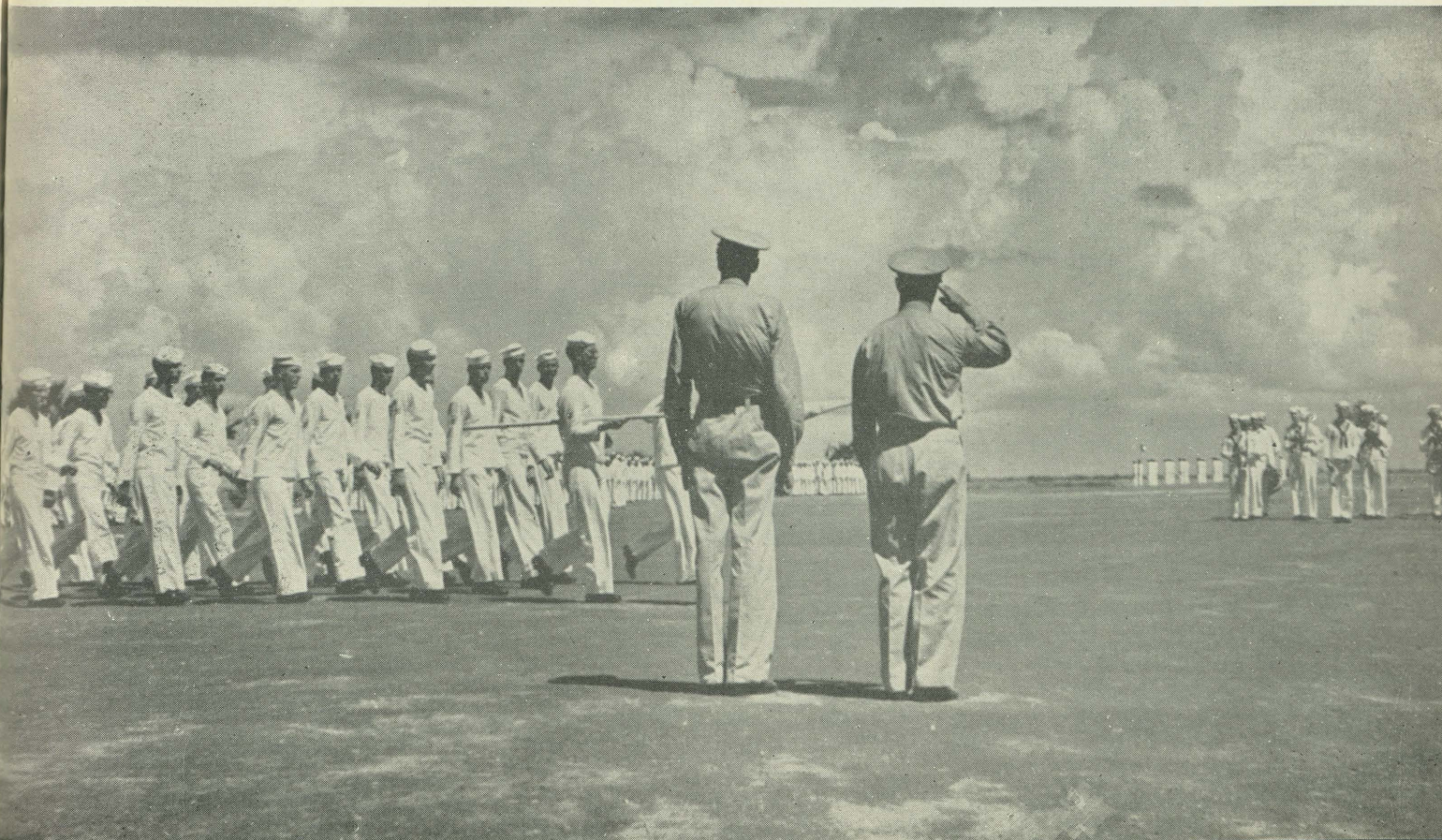
With this change came also a much needed increase in officer staff. From the skeleton crew of a dozen or so men which had functioned at the Coast Guard base, there grew an increasing staff of qualified training and administrative officer personnel which has reached a peak of nearly 200.

Upon America becoming a belligerent in the war after Pearl Harbor, the United States Maritime Service, functioning as the training organization for the War Shipping Administration found itself called upon to perform the most gigantic task ever faced.

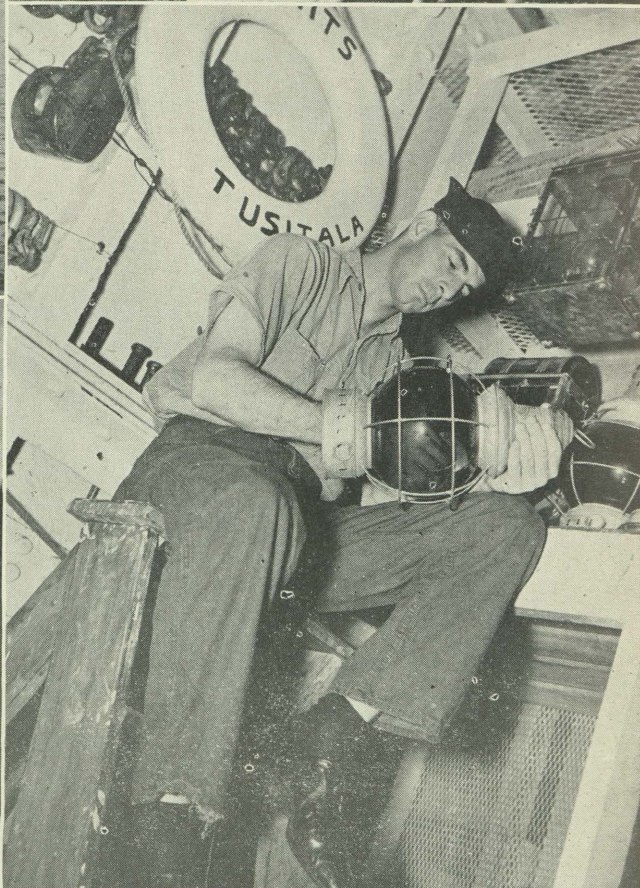
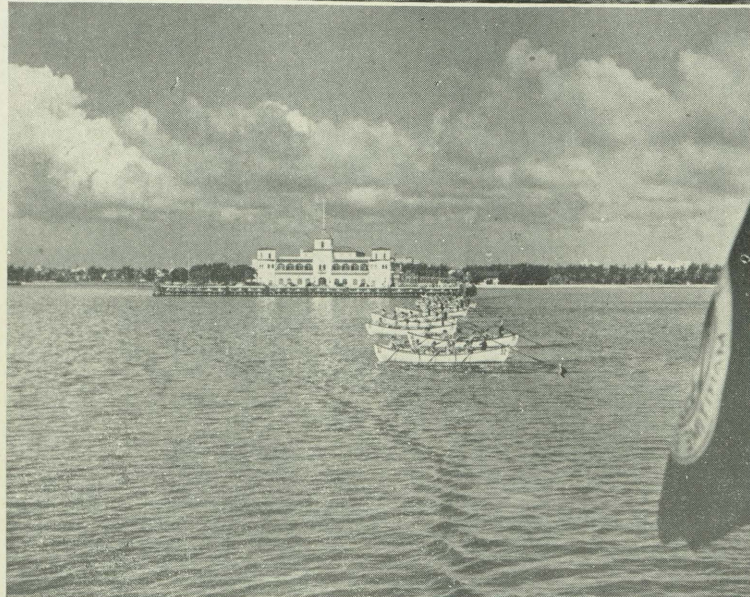
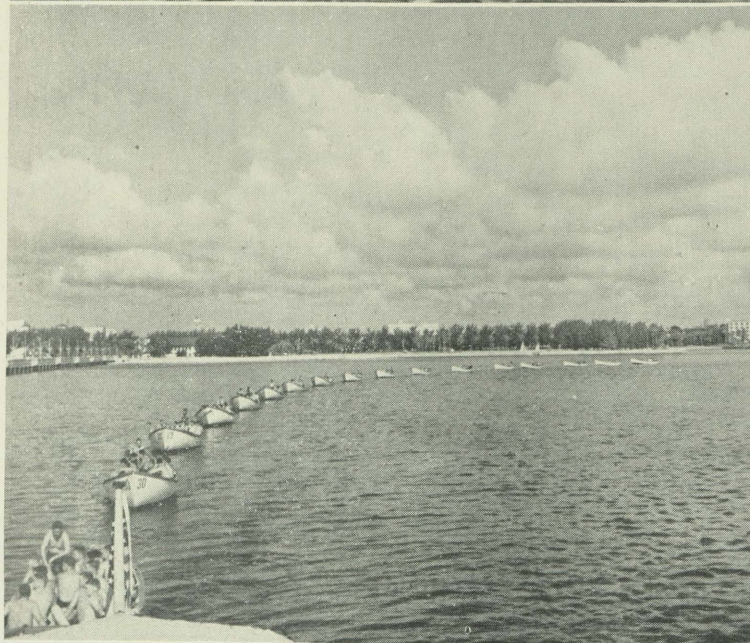
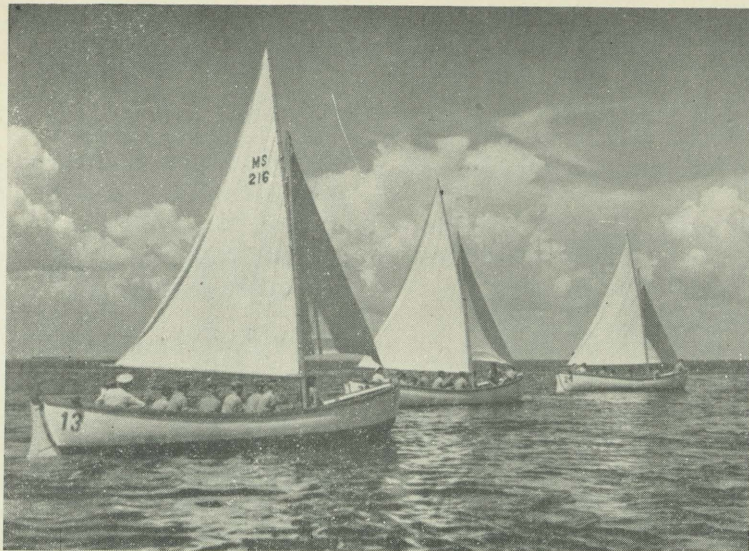
It isn't easy for a Nation of the size and peacetime standards of

Saturday review of apprentice seamen at the St. Petersburg training station.

—Photo by U. S. Maritime Service.







On placid Tampa Bay (upper left) Maritime Service trainees take lifeboat training. Such experience may be valuable to them some day—if they ever have to make their way in a lifeboat in open sea. Lifeboat races (center left) are weekly events at the training station. Here a motor launch tows boats and crews to starting point. The race begins (bottom left) at the tip of St. Petersburg's famous million-dollar pier. Deck activity (upper right) aboard the Joseph Conrad, tiny training vessel at the St. Petersburg station. Every trainee must learn the importance of keeping gear and equipment in good condition (bottom right). Here a trainee polishes lanterns aboard the barracks ship, Tusitala.

—Photos by U. S. Maritime Service.



the United States to throw itself overnight into full-fledged participation in total war. The demands upon the armed services of this country, as to training and work at home prior to going overseas could not be met in a few weeks or a few months. The men who were overseas at that time and the forces of the nations allied with the United States found themselves in desperate need of supplies and materiel of war in unprecedented quantities. The United States Merchant Service became overnight a much overburdened Victory Fleet, and turned urgent appeals to the United States Maritime Service training program for new personnel to add to the indomitable spirit of the old-line merchant seamen who manned the bulk of these ships.

The world will never forget those desperate days of "Too Little and Too Late."

Without the steadily increasing number of graduate seamen, deck and engine, produced in response to these appeals it is doubtful that a sufficient number of these first ships of the Victory Fleet could have sailed to overcome the wolf packs of enemy U-boats which roamed the seas in the early days of the war.

How great was this enemy opposition is evidenced in the distressing number of sinkings which occurred in every sea and along the very coast lines of the United States.

To meet this emergency, the Maritime Service training program at St. Petersburg and at all other similar training units was further reduced to its present record length of three months. Almost overnight it was necessary to double and in some cases triple facilities to meet the intensified training needs of this shortened training period.

It takes little imagination to realize the weight of demands brought about by such a drastic foreshortening.

That the output of graduated seamen was tremendously increased goes without saying.

It is well to remember that during those days when the greatest American offensive was the steady

increasing flow of American war production being fought through to the battle ports of the world in the cargo holds of the Victory Fleet the men of the United States Merchants Marine paid the highest casualty price in history—even higher than the bloody toll paid by the fighting Marines who took Tarawa. These men paid the price, old and new seamen alike, and those who could returned again and again to the sea. In the years since Pearl Harbor they have been joined by a steadily increasing flow of trained seamen produced by the most astonishing maritime training program which has ever sent men to sea.

The scope of this training is best pictured by reviewing the standardized system of training as it exists today, evolved over a period of many months of growth and experience. Of necessity, the courses given are highly specialized and geared to maximum instruction in the span of the present 13-week training period.

Basically, this system includes a 5-week preliminary training program, a branch training program in deck and engine which ranges from 3 to 8 weeks, practical ship training ranging from 2 to 4 weeks and advance training ranging from 3 to 5 weeks. A comprehensive cooks' and bakers' school was organized within the St. Petersburg training unit in December 1942, operating on a basis of 5 weeks' preliminary training and 10 weeks' advanced training. Pressure resulting from an extreme need for messmen necessitated a shortening of this training period to a total of 7 weeks. This was done in December 1943 and present training continues on that basis.

First classes in the St. Petersburg cooks' and bakers' school were held on board the Tusitala with the ship's galley and messroom being used as classrooms. The first courses included theory and practical instruction in cooking, baking, butchering, care and use of tools and equipment, sanitation, cooks and messmen duties at sea, and ship routine. Added to this were instruction in boat drill, gunnery and physical education. Reg-

ulations, customs and traditions, of course, have their place in this course as in all others.

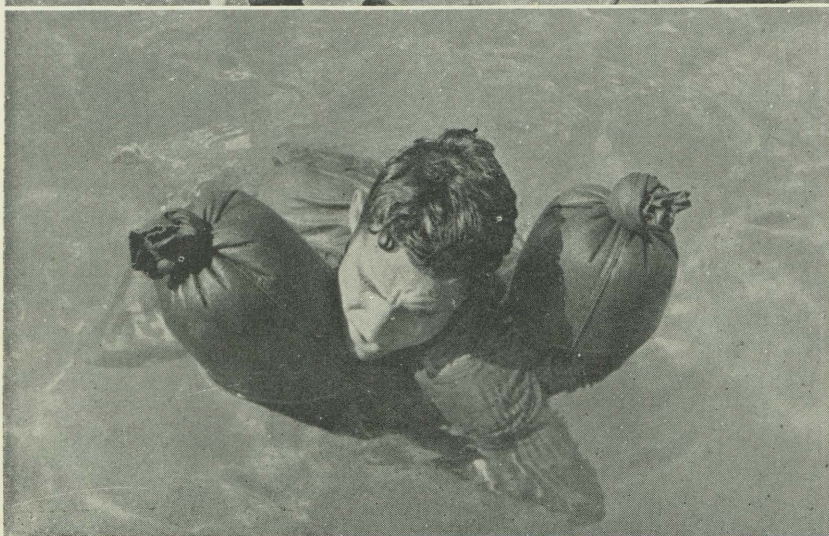
In mid-1943 this school was moved aboard the training station and into the newly completed barracks to take up regular duties in conjunction with a new galley. In August 1943, following further expansion the school was moved to the Soreno, a large downtown hotel devoted entirely to this activity, with a galley and mess for the newly established Army Transportation Corps of Cadets and Officers attached to the St. Petersburg training unit. Peak graduation of qualified men produced by this course has reached 345 cooks and 511 messmen in a single month.

Dating from September 1, 1942, at which time a total of 480 men were in training expansion has been rapid. On that date, the instructor staff included one training officer, one assistant training officer and four officer instructors. The general course of instruction followed at that time was based upon a curriculum of apprentice seaman training designed primarily to train deckmen to ship as ordinary seamen on merchant vessels. Engineer training was started in October of that year.

Within nine months activity was expanded to the training of a total of 1,000 men in various stages of instruction. In August 1943 growth was such that it was necessary to add to the facilities of the headquarters base four downtown hotels: The Vinoy Park Hotel, with a capacity of 1,700 trainees used for the 5-week preliminary training period; the Soreno Hotel, with a capacity of 1,000 trainees for training cooks and bakers and messmen; the Concord and Colonial Hotels, with a capacity of 500 for training deck and engine cadets of the Army Transportation Corps marine officers cadet school, the latest activity added to the functions of the St. Petersburg Training Station.

The number of trainees in process of training at one time is geared directly to current shipping demands. The peak of total recruits in training achieved with these ex-





Emergency water-safety class (upper left) in training pool. Mass exercise keeps apprentice seamen (center left) in tip-top shape during training period and builds muscles essential for tough work on freighters and tankers. Instructor demonstrates how a pair of dungarees (bottom left) can be used as a makeshift life preserver. Trainees grunt and groan, sweat and strain (upper right) during weight-lifting class. This is a part of their physical fitness training. Over the side (bottom right) go St. Petersburg trainees in abandon ship classes at the training pool.

—Photos by U. S. Maritime Service.



panded facilities is in excess of 4,000.

Expansion of the training curriculum plus the increase of the number of men in training resulted in a considerably enlarged officer instructional staff. From a half dozen in September 1942 this group grew to more than a half hundred on January 1 this year.

Refinements in classification and selection of trainees for specialized training have produced gratifying results. General classification tests are followed, in applicable cases, by mechanical comprehension tests and arithmetic computation tests, among other general means of determining best adaptability and qualifications for branch and advanced training.

From the large number of men so classified are also selected candidates for radio school, assistant purser-hospital corps school, cadets for the Merchant Marine Cadet Academy and candidates for the Army Transportation Corps marine officers cadet school.

Specialized training at the St. Petersburg Training Station and aboard its floating equipment includes schooling of ship's carpenters, coal burning firemen and all branches of deck, engine, and steward training in line with quotas set by Washington headquarters. Able seaman's certification, promotional examinations for training station permanent crew members, remedial courses in mathematics for prospective radio school and assistant purser-hospital corps candidates, special training for TC-MOC school candidates and clinical courses in cooperation with the medical department are numbered among the numerous special opportunities offered trainees.

Health, morale and physical fitness are of prime importance and are so treated in the case of every man in training. Many young men eager to have a part in this war are found to be lacking in some qualities of strength, endurance, agility, bodily coordination, flexibility or balance, which are so necessary to men who follow the sea. All courses in physical fitness are designed to bring every man up to acceptable standards in each of these qualifications. This is ac-

complished by a comprehensive and well supplied program of calisthenics, rope climbing, boxing and wrestling, apparatus work, tumbling, relay races, outdoor and indoor sports, plus regular obstacle course classes and body building courses which produce excellent results. These results are proved by strength tests given to all trainees at the start and end of preliminary training and at the conclusion of advanced training.

To augment knowledge of lifeboat tactics given all trainees is a course of adequate instruction from beginner swimming to advanced war functional swimming which includes early classification, lifesaving, abandon ship drill, jumping from towers, use of life suits and jackets, safety swimming, and all forms of improvised emergency lifesaving. Among these, water safety and first aid are of prime importance.

Every conceivable form of modern training aid is employed in all phases of developing trained seamen from raw recruits. Training manuals, visual aids, such as charts, slides, motion pictures and illustrations, basic principles of, and where applicable, actual training in gunnery have proved extremely popular and most effective in instruction. Many ingenious devices which duplicate or approximate actual conditions at sea, such as a third dimensional screen for gunnery training, a night vision trainer, steering trainers and numerous other methods of teaching have been added to what is unquestionably one of the finest and most modern training units ever developed.

Expansion of the number of floating units attached in this training activity has matched expansion of station facilities almost step by step. Prior to attachment of the Tusitala, the training ship Empire State was used briefly in conjunction with activities aboard the American Seaman. A small diesel-powered tug, the John M. Eager was used for a period of some months, then exchanged for two steam-powered tugs of larger size, the Tickfaw and Morganza, which had been in use by the TC-MOC school. This accomplished

mutual advantage, since maritime service training activities desired facilities for training in steam, while the TC-MOC school desired equipment for instruction in diesel. At the same time this exchange was made, in September 1943, the S. S. Vigil, a coal-burning freighter, British built in 1907 was assigned to the training station. This ship has proved invaluable for practical deck and engine training. With an over-all length of 341 feet, displacing over 5,000 tons, the Vigil is a typical cargo vessel of three island construction with well decks forward and aft. Her cargo gear and six hatches with single holds below offer unusual opportunities for training. In June 1943 the American Seaman was replaced by the United States Maritime Service training ship American Seafarer, the former S. S. Allegheny of the Merchants and Miners line. This passenger vessel of 8,000 gross tons was only recently placed by the USMSTS American Sailor, sister ship to the American Seaman for use as the advanced training ship for the station.

Further floating equipment in the form of a dozen various harbor craft in use by the TC-MOC school training activity, in addition to the greatly expanded shore facilities of the St. Petersburg United States Maritime training station, constitute the largest and most modern training unit of its type on the southern coastline of the United States.

That these men are good seamen has been proved again and again. Their victories in the sea lanes of the world and the vital part they have played in landing troops and supplies on the beaches of North Africa, Sicily, Salerno and France. Countless heroic actions in every ocean have proved these men to be an armed service. Their arms are the great essentials which have raised man above the primitive. To know what these arms are, you have but to look at the work- and war-scarred hands and into the fighting hearts of these men of the Victory Fleet.

They are proud to serve and are serving well.



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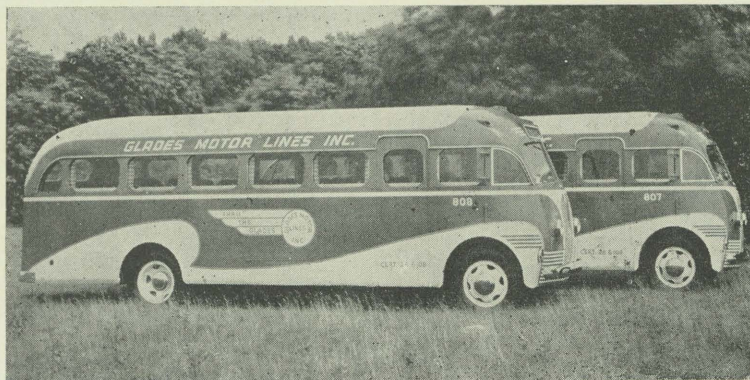


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# F. T. A. War Conference . . .

**F**LORIDA TRUCKING Association convened in its seventh annual meeting at the MacFadden-Deauville Hotel in Miami on October 5th, and the 300 delegates and visitors heard its national president, Ted V. Rogers denounce the plans for "integration of transportation." Rogers said "Each of the modes of transportation—aviation, railroads, water, trucks and buses—ought to stick to its own knitting. We don't think any one of them should try to control all modes of transportation." His remarks were in line with a resolution adopted by the Florida group which "deplores and condemns the railroad-sponsored proposal for integration of transportation systems as a selfish and cunning artifice to conceal a grasp for monopolistic power."

The election was the highlight of the first day of the convention with the retiring president, Olin Stamps, Jr., of Jacksonville introducing Joe Smalley of Tampa as the new president for the coming year.

Other elected officials and directors were listed as James Morton of Waverly, senior vice president.

Vice president and chairman



Officials of the Florida Trucking Association greeting its national president, Ted V. Rogers on his arrival at its Seventh Annual Conference in Miami. Left to right—C. A. Gertner, Executive Secretary Florida Trucking Association, Inc., Jacksonville; Ted V. Rogers, President American Trucking Associations, Inc., Washington, D. C.; W. Olin Stamps, Jr., retiring President of Florida Trucking Association, Inc., Jacksonville; R. R. Spencer, Belcher Oil Company, Miami, General Chairman Seventh Annual Meeting, War Conference, Florida Trucking Association, Inc.

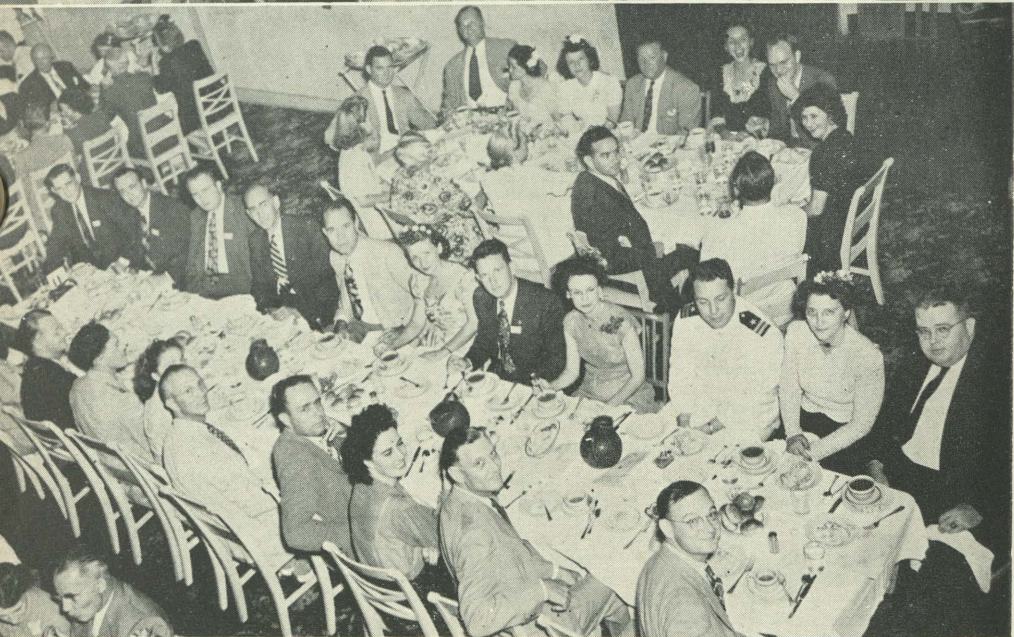
—Photo by Carl Walden

**Speakers' Table** Florida Trucking Association, Inc., Luncheon October 5, 1944, Seventh Annual Meeting, War Conference, held at MacFadden-Deauville Hotel, Miami Beach. Seated, left to right—Douglass Soutar, formerly with American Trucking Associations, Inc., Legal Department, Washington, D. C.; J. F. Smalley, newly elected President of Florida Trucking Association, Inc., Tampa; L. A. Raulerson, President Great Southern Trucking Co., Jacksonville; Ted V. Rogers, President American Trucking Associations, Inc., Washington, D. C.; C. A. Gertner, Executive Secretary Florida Trucking Association, Inc., Jacksonville; R. R. Spencer, Belcher Oil Company, Miami, General Chairman Seventh Annual Meeting, Florida Trucking Association, Inc., War Conference; Senator Harry King, Winter Haven; Frank Holland, Governor's representative. Standing, left to right—W. Olin Stamps, Jr., retiring President of Florida Trucking Association, Inc., Jacksonville; T. H. Shealy, Chairman Prize Committee, Jacksonville.

—Photo by Carl Walden







regular route common carrier division, Sidney Allen.

Vice president and chairman irregular route common carrier division, G. W. McCoy.

Vice president and chairman contract carrier division, L. W. Holstun.

Vice president and chairman local cartage carrier division, J. A. Ryder.

Vice president and chairman household goods carrier division, Sam Millner.

Vice president and chairman private carrier division, T. H. Shealey.

Vice president and chairman exempt private carrier division, S. O. Chase, Jr.

Vice president and chairman allied industries division, M. N. Rose.

Directors—H. E. Moredock, W. S. Paulk, Gordon Hill, Fred Sanford, L. A. Raulerson, L. A. Johnson, E. H. Freeman, Harry B. Forehand, M. C. Lowe, John Morris, Coite Hill, C. D. Swinson, H. L. Price, W. O. Stamps, Jr., R. R. Spencer, Joe Cannon, A. H. Malcom.

Corporate secretary and treasurer, Quinn R. Barton.

Executive secretary, C. A. Gertner.

The association went on record in resolution form opposing the increase now proposed on January 1 of employers' contributions to social security, with a request for no increase during the war and reconversion.

Another resolution was directed

—Photos by Carl Walden  
Top picture—Speakers' Table at Florida Trucking Association, Inc., Banquet, Seventh Annual Meeting—War Conference. Seated, left to right—W. M. Miller, Chairman Standing Rate Committee, Southern Motor Carriers Rate Conference, Atlanta, Ga.; J. O. Cromwell, District Supervisor Interstate Commerce Commission, Jacksonville; William Addams, District Director Interstate Commerce Commission, Atlanta, Ga.; C. A. Gertner, Executive Secretary, Florida Trucking Association, Inc., Jacksonville; J. F. Smalley, President Florida Trucking Association, Inc., Tampa; Ted V. Rodgers, President American Trucking Association, Inc., Washington, D. C.; L. A. Raulerson, President Great Southern Trucking Co., Jacksonville; Grant Roy, Field Representative National Highway Users Conference, Atlanta, Ga.; R. R. Spencer, Belcher Oil Company, General Chairman Seventh Annual Meeting, Florida Trucking Association, Inc., Miami.

Other three scenes show group gatherings attending banquet.



at the railroads. It called on Congress and the Interstate Commerce Commission to investigate the cost to railroads of handling less than carload shipments, and to require the railroads to increase such rates if they are less than the actual cost of the services.

Turning to Florida affairs, the association endorsed the so-called "Labor Amendment" to the State constitution to be submitted to the voters on November 7.

Four other of the convention's fifteen resolutions dealt with Federal regulations. These called for:

Lifting of all wartime restrictions on highway transportation and the motor carrier industry "immediately upon cessation of hostilities in the present European conflict."

Intervention by the War Manpower Commission to prevent recruiting of labor for out-of-State industries in "critical" Florida areas.

Abolition of the Federal automobile use tax this year.

Summaries in "layman's language" of all orders and directives from Federal agencies and enough copies for distribution to all employees affected.

Problems connected with the truck operators' job of hauling more tonnage with less manpower, fewer tires and scarcer replacements were one of the main topics of discussion during the session. As set out by L. A. Raulerson of Jacksonville in his statement to the delegates, "the granting of a tire certificate didn't end a truck-

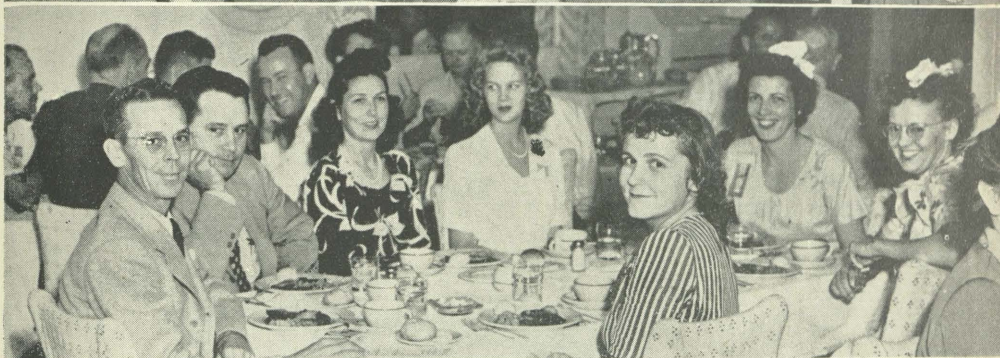
(Continued on page 49)

—Photos by Carl Walden

Top gathering, left to right—Sidney Allen, President Central Truck Line, Inc., Tampa; J. A. Allison, Attorney, Tampa; Walter L. Miles, Executive Secretary Motor Carriers Southern Claims Conference, Atlanta, Ga.; W. M. Miller, Chairman Standing Rate Committee, Southern Motor Carriers Rate Conference, Atlanta, Ga.; Ted V. Rodgers, President American Trucking Associations, Inc., Washington, D. C.; L. A. Raulerson, President Great Southern Trucking Co., Jacksonville.

Next, left to right—Fred R. Wemmers, Representative Quinn R. Barton Co., Jacksonville; H. E. Moredock, President East Coast Equipment Co., Miami; J. G. Thomason, Representative Quinn R. Barton Co., Jacksonville; Evalyn L. Jones, Florida Trucking Association, Inc., Jacksonville.

The four following scenes are informal shots taken at the "Get Acquainted Cocktail Party" and luncheon held at the MacFadden-Deauville Hotel.

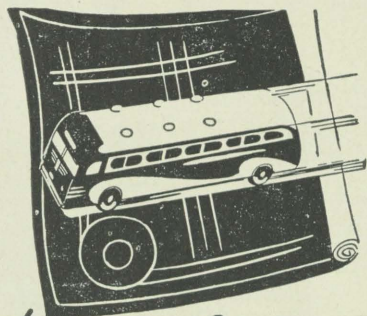




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# FLORIDA FOURTH ESTATE

## Mr. Caldwell Will Have Plenty of Help

FLORIDA CITIZENS' duty to their State was well sounded by Governor-nominee Caldwell's statement at Lakeland that in the handling of Florida's problems he expected to call on citizens for important assistance and that they would be expected to serve not for the salary involved, but for the satisfaction derived in helping their State.

This is much the same policy that has helped make such a success of the administration of Governor Holland and is, of course, something that should always have an effect. However, any general citizen assistance has been all too frequently the last thing desired by political leaders, and the aid of many people who could give most valuable help has been ignored by some administrations. For the sake of Florida's continued forward progress it is encouraging that Mr. Caldwell will seek such help, which will undoubtedly under such encouragement be readily forthcoming—and in the full manner desired.

Most good citizens need only be asked!—Tampa Daily Times.

## Accident Prevention Course

FLORIDA'S GOVERNOR, Spessard Holland, has come out strongly in support of the National Committee for the Conservation of Manpower in War Industries' appeal for a million fewer industrial accidents throughout the Nation between July this year and July 1945.

In this connection, Governor Holland, commenting on a letter from President Roosevelt to Secretary of Labor Perkins concerning the committee's objective, said in part:

"I cannot but feel deeply apprehensive over conditions in our Nation's industrial plants. It is, however, a source of satisfaction to learn of the intensive campaign launched by the national committee to reduce the terrific toll of absenteeism.

"Very likely, the program undertaken by this committee will contribute in large measure, to the elimination of the many hazards hourly faced by those materially supporting our war offensive. I do not hesitate to praise those well-qualified representatives of labor, industry and government who are coordinating a Nation-wide system to combat this ever present menace to the health and welfare of industrial workers."

In this connection, it is well to note that Jack W. Simmons, Florida indus-

trial and civic leader of Tallahassee, is chairman of the State Advisory Committee which is spear-heading Florida's effort in the program. Program feature will be a free safety training course for industrialists which will be conducted by the engineering department of the University of Florida under the supervision of N. C. Ebaugh, Gainesville. Inquiries concerning such instruction should be addressed directly to Mr. Simmons.

Florida's industrialists would do well to take advantage of this opportunity. —Miami Post.

## The Three R's

I BELIEVE IT is better to know more about a few things than less about more things."

This quotation from the remarks of the Democratic nominee for governor, Millard Caldwell, as reported by Allen Morris of The Miami Daily News Bureau at Tallahassee must strike a responsive chord in the breasts of all men and women who have given thought of recent trends in public school curricula.

Reading, writing and arithmetic remain the fundamentals on which an education is built. Likewise they are the essentials for a successful business career. And so, when Mr. Caldwell speaks of a desire "to get the schools to do a better job in the training of students for life," wish him success in this endeavor.

Selective Service brought home to us nationally the failure of the public schools to educate the masses in these fundamentals. While educational qualifications have since been waived or lowered by the army and navy in order to meet quotas, the indictment lies that some link in our vaunted public school system has failed.

When peace is restored, more and more business houses and industries will stress education as a prerequisite to a job. Young men and women who have failed to properly evaluate the fundamentals of education will find the going tough. And the pity of it is, that the fault will not be entirely theirs. The older we grow the more important grow the three R's.—Miami Daily News.

## Key West-Havana Ferry Should Be Travel Boon

FEW POST-WAR innovations listed ahead for Florida appeal more greatly than the announced six-hour automobile and passenger ferry service from Key West to Havana. Thou-

sands of tourists, and great numbers of Floridians, have wished annually for an easy and quick motor route to Cuba.

The car ferry from Key West, interrupted for the most part since the 1935 lower Florida storm, will give this. The ferry service will also provide the connecting link for a new motor route to Mexico and South America, an eastern one. This is across Cuba and over water to Mexico and connecting with the Pan-American Highway in Mexico. By it, too, a loop is formed, Florida, Cuba and Mexico. Americans will motor to Mexico by way of Cuba, and to Cuba by way of Mexico. The only water separations are the Florida Straits, 90 miles, at Key West and the Yucatan channel, 150 miles wide, between Cuba and Mexico.

Visiting the Florida keys is a pleasure and a thrill generally missed by great numbers of tourists. With the new improved Overseas Highway from Homestead opened, and with both Havana and Mexico and South America looming ahead in inviting appeal, traffic to, and through, Key West will undoubtedly take on new importance once the war is over and normal automobile traffic resumed.—The Tampa Daily Times.

## Welcome to State Leaders

PENSACOLA IS PROUD today to see due honor paid to one of her favorite sons who has made good in a difficult State-wide administrative position and she is equally proud to entertain on this occasion so many of the leading officials of our State government.

Our governor and our governor-elect, both of whom are extremely popular in northwest Florida; members of the State cabinet and of the "little cabinet," justices of the supreme court, members of our State senate and of our house of representatives and various other high-ranking officials will participate in meetings and conferences today and will join in paying tribute tonight to Thomas A. Johnson, who is completing four years as chairman of the State Road Department.

Johnson is receiving the Escambia Young Democrats' plaque for 1944 as the county's outstanding Democrat. That signal honor comes to him because of the efficient and fair manner in which he has operated his department, bringing credit upon himself, upon the Holland administration and upon his home county of Escambia. Johnson is recognized as the best road department chairman Florida has had

(Continued on page 45)



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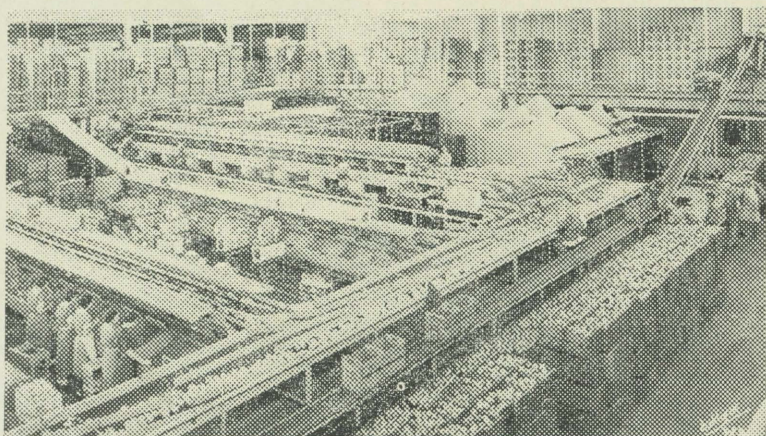
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# IT HAPPENED IN FLORIDA . . .

**M**IAAMI'S CONCRETE bomb shelter, built right after Pearl Harbor, is now utilized as a clubroom by disabled veterans.

★ A call went out in Miami for 1,647 volunteers to carry on civilian war activities. One woman responded. This is in sharp contrast to former responses, since Miami civilians have been at the forefront in war activities.

★ Children with poor vision are given a chance in a specially designed schoolroom at the Southside school in Dade County.

★ James O'Sullivan, Tampa salesman, left his tough-looking 100-pound bulldog guarding his car. When he found car and dog gone, he called police who found both—the dog sleeping peacefully beside a youthful culprit, also asleep in the car.

★ Tampa police interrupted a youth in the act of robbing a liquor store, loading the loot into a stolen ambulance.

★ W. A. Yarrington of Jacksonville, had a pocketbook containing \$84 of which \$30 was in a secret compartment. It was stolen while he was asleep. A little girl, Acey Brown found and returned it, still containing the hidden \$30.

★ Unwilling guests of Sheriff Todd Tucker of Pinellas County sometimes write friends giving their address as the Todd Tucker Hotel, Clearwater. An attorney in a distant city recently sent legal papers to the sheriff to be served on a young woman "who is a guest or is working at the Todd Tucker hotel."

★ A Tampa father had his 'teen age son jailed and brought into court claiming that he had robbed him of \$1.50.

★ A one-man picket held off challengers with a butcher knife in front of a Tampa cigar factory, had his zeal cooled by a \$15 fine for disturbing the peace.

★ Mrs. Mary Martinson of Plant City, bought two dresses in one store, took them with her to another store, where they were lifted from the counter while she turned away to talk to a clerk. Hurrying back to the first store to report the theft, she learned that the shoplifter had already brought the dresses in and exchanged them for another size. A negro man walked out of a Tampa dime store with 20 pairs of men's trousers.

★ St. Petersburg police found a man with a bullet wound in his chest. Nearby was a note reading "To whom it may concern: To hell with LeDuc and

the police." LeDuc is one of several officers who had arrested the man for drunkenness. In the hospital with a .22 rifle bullet above the lung, the would-be suicide was reported in fair condition.

★ Although he had not lost his ration books but knew exactly where they were, Tampa ration board gave a negro laborer another set. It seems he had provided his best suit for his dead brother to be buried in—and forgot to take the ration books from the pockets.

★ Oscar Clemons sold Venus ranch deep in Highlands County to Austin Pearce of Okeechobee for \$210,000. Members of the Clemons family are Pete, champion of the Arcadia rodeo, and Miss Trieste, former queen of the rodeo and co-ed at Florida Southern College.

★ Tommy Pardo, 16, lost two fingers of his right hand working in a Tampa box factory. He received \$13.20 weekly for 69 weeks as compensation but the Industrial Commission ordered an additional payment of \$901 in double indemnity since he was found to be under age and employed contrary to the child labor law.

★ Marine Capt. Wilbur Frank Hacker made several bets with Miami friends that his expected heir would be a boy. The pay off: Twin girls.

★ A two-foot monkey, with the annoying habit of nipping ankles, and a flock of 15 uninvited and unwelcome pigeons in the attic of a home gave Miami police a few busy hours. The monkey, by name Marmaduke was finally captured with the combined efforts of officers in patrol cars and on foot. Sgt. C. D. Stanton brought down 14 of the pigeons with well-directed shots.

★ Howard Summers of Miami, is 13 years old. He was born on Friday, Oct. 13. He has 13 letters in his name. There were 13 friends at his birthday party. His father was unable to attend; he is in California after service as a Seabee in the Aleutians—for 13 months.

★ Mrs. B. Marion Reed of Tampa, missed a \$1,500 diamond ring, thought her maid might have taken it, called in police. The maid said she picked it up from the dining room table, thinking it was not worth much, gave it to a white lady who thought it pretty. The white lady said she had given it to a sailor. The sailor had it, turned it over to police who restored it to Mrs. Reed.

★ On complaint of a minister and a chaplain, Mayor Hixon of Tampa started a drive on salacious magazines

and movies. One maternity film was withdrawn. Magazines under attack were submitted to a board of men and women city employees who found the pictures no worse than those in many standard and army publications.

★ A Tampa barber was sentenced to eight years for the jealousy shooting of his ex-wife and her fiance.

★ St. Petersburg's "cookie lady" is dead. Mrs. Lillian Scales LeBrant, 66, was noted for the batches of cookies she had been baking since August 1941 for servicemen.

★ It was revealed in court at Miami that the mother and grandmother of an 11-year-old negro boy had been paying \$5 a week to a voodoo woman to keep a spell off him.

★ Miss Barbara Jean Carlson cleared a Miami lunchroom in an estimated two seconds flat when she removed a business-like gun from her handbag. Her story: That she toted the pistol to keep away wolves and had brought it into the open to discourage four of them lurking nearby.

★ William Camp Fitch, 26, civilian army air forces instructor, thought it would be nice to rate salutes, donned full major's uniform, was so successful that other Miami officers protested when he was arrested for impersonating an officer.

★ Jack Hayward, 23, Tampa, college graduate, who was born without arms, spurns a show career, continues his education to become a lawyer. Hayward holds a cigaret between his toes, shaves himself, gets along very well without hands or arms.

★ Divorce complaints: Mrs. Gloria Newbold, Miami, charged her army corporal husband left home to buy a can of milk for the baby, stayed away three weeks. The manner in which his wife turned out pancakes was displeasing to Robert Linden Branscome, Miami. Herman Cohen, soldier, charged in Tampa court that he married his wife while she was in the hospital 15 years ago, that she went, from the hospital, home to mother and has been there since. A lie detector figured in a Miami divorce case—the wife took the test which showed she was telling the truth when she said she and her husband had not resumed marital relations; he refused to be tested on his story that they had.

★ At Tampa, a much-married woman picked up in a tavern for alleged loitering explained that she had left her children in the care of one of her ex-husbands, had forgotten where he lived, was in the tavern trying to locate him by telephone.

★ Barbara Isabel Creed, Canadian girl, admitted in Miami that she was receiving allotment checks as the wife of two sailors.

★ Rose Mussellwhite, irritable because her husband was dancing with Mary Ward at a St. Petersburg tavern,

(Continued on page 45)



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# County Activities and Personalities . . .

**ST. JOHNS COUNTY** commissioners placed on the ballot for referendum the proposal that a fire control unit be established.

■ **County Commissioner Charles H. Crandon** of **DADE** has a sign in his wholesale drug business welcoming salesmen and visitors: "Whether it's business or politics it's yes or no with us. We don't give anyone the run-around."

■ **BROWARD** commissioners have appealed to Congress on the problem of salt infiltration.

■ Warning of arrest and prosecution for driving harrows and other machines not equipped with rubber tires on the roads of the county was published by **LAKE** commissioners.

■ Cable eating worms were blamed by **PALM BEACH** commissioners for damage resulting in the temporary closing of Southern Boulevard bridge.

■ Sheriff Culbreath filed with **HILLSBOROUGH** commissioners formal notice required as a first step in obtaining benefit payments to the widow and children of Deputy Sheriff Suarez, fatally wounded in line of duty.

■ **Ralph J. (Bud) Quale** was placed in full charge of voting machines and made independent of Registration Supervisor John Dekle by **HILLSBOROUGH** commissioners.

■ Use of county-owned land adjacent to the armory was granted by **DADE** commissioners for an industrial exposition Feb. 5 to 17.

■ **BAKER** commissioners rejected a bid of \$2,000 for the 4-H club building, decided to repair it for the use for which it was intended.

■ **HILLSBOROUGH** County went ahead with repairs to Columbus Drive alongside Drew Field but blamed Army for damage.

■ At the request of **BAY** County officials Apalachicola Bay was excluded from the shell lease granted by the State.

■ Construction of a TB hospital for **PALM BEACH** County was urged by citizens appearing before commissioners.

■ Citizens and organizations appealed for placing a juvenile court referendum on the ballot but **BROWARD** commissioners ruled against it.

■ A unanimous resolution praising Governor Holland for the improved tax certificate procedure was adopted by **PALM BEACH** commissioners.

■ A referendum on continuation of the Jensen road and bridge district was placed on the **MARTIN** County ballot by commissioners.

■ **ESCAMBIA** commissioners notified citizens that, although they approved a vote machine referendum, the ballots had already been printed.

■ **City of Homestead** asked **DADE** and **MONROE** Counties to deed Cape Sable road to the State.

■ **S. N. Smith** won nomination as commissioner from District 4, **DESOTO** County, by a small margin over **Millard Andrews**.

■ Levies of taxes against Federal lands by **OKALOOSA** County will be opposed by the Federal government.

■ A county and city traffic bureau established for **PINELLAS** County is expected to save \$100,000 annually in shipping bills.

■ A site has been selected for the proposed **DADE** County juvenile detention home.

■ A **PINELLAS** County water district is proposed with legislative power to develop water supply resources within or without the county. **PINELLAS** board also had before it a proposal by the city of Clearwater to develop a new traffic artery to relieve congestion on routes through the city.

■ Condemnation proceedings were brought to clear the right-of-way for the Pine Island road in **LEE** County.

■ No one wants the old road across the keys in **Monroe** County. Applicant for a permit to close a section of the road was referred by **MONROE** commissioners to the State Road Department and by the Road Department to the commissioners. The applicant was a firm planning an oil exploration well in **Barnes' Sound**.

■ Civic clubs are supporting **ST. LUCIE** commissioners in obtaining right-of-way for the improvements to U. S. Highway 1 through the county.

■ Step to retain a one-eighth royalty right in oil which may be discovered is planned by **PALM BEACH** commissioners on land sold under tax certificates.

■ **Angus Williams**, named **HILLSBOROUGH** commissioner by Governor Holland to fill the unexpired term of Mayor Curtis Hixon when he took city office, resigned and the governor named **G. Frank Bullard**, superintendent of county roads and nominee for the full term.

■ Distribution of mole cricket bait was arranged by commissioners of **POLK**, **LAKE**, **CHARLOTTE** and other counties.

■ **DADE** commissioners are assisting in efforts to offer a site for a large veterans hospital in Miami.

■ **VOLUSIA** commissioners were asked to assist Sheriff Littlefield in obtaining gasoline coupons from the west **Volusia** war price and rationing board.

■ Permission was granted by **PINELLAS** commissioners for a carnival to winter at the county fair grounds at Largo.

■ **DUVAL** commissioners consider a group insurance plan for county employees.

■ Interracial committee working with **DADE** commissioners and other civil agencies plans slum clearance for negroes.

■ Proposals to build a county health unit are considered by **ORANGE** commissioners.

■ County Agent **Thomas L. Cain** submitted his resignation to **BREVARD** commissioners.

■ **Dr. Frank M. Hall** of Athens, Ala., was named county health officer by **ALACHUA** commissioners. **Dr. E. A. Cook** resigned as **GADSDEN** County health officer to go to Mississippi.

■ Mosquito control is a big talking point in many counties. **PALM BEACH** commissioners recommend legislation to establish the office of mosquito commissioners in the State Board of Health.

■ **Tallahassee** agreed to contribute \$150 a month for a service officer for **LEON** County. **MANATEE** commissioners decided that the budget stands in the way of a \$2,500 grant for a veterans' information office under the GI Bill of Rights.

■ **ORANGE** commissioners include a courthouse addition in post-war plans. **ESCAMBIA** commissioners put forward a secondary road system for post-war construction.

■ Bids on surplus war machinery occupy attention of many boards. **VOLUSIA** commissioners voted to contribute \$50 to a State-wide fund to send a joint representative to Washington to bid on surplus equipment.

■ **VOLUSIA** County has a surplus fund of nearly \$100,000. **PALM BEACH** County has a cash balance of \$407,000.

■ **VOLUSIA** millage reduction for general purposes was offset by an increase in school levy—total 10.3 mills. State Budget Board withheld approval of **ST. LUCIE** budget until one mill had been trimmed from 10.94 millage set. **ALACHUA** levied 3.4 mills for schools, 6.8 for general purposes and gained approval of comptroller. **ORANGE** budget was approved, ending long controversy, with one mill added for debt service. **HAMILTON** raised taxes by a half mill. **ESCAMBIA** millage remains the same as last year, 11.8. **MONROE** commissioners trimmed proposed levy to 7 mills. **GULF** County reduced millage by  $\frac{1}{8}$  mill, to  $11\frac{3}{8}$ , cutting other levies and upping schools by 3 mills. **MARION** assessments are up to a record high of \$33,500,000. **SEMINOLE** commissioners and clerk were praised by comptroller for the neatness and correctness of budget submitted—millage no increase.



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# Dade's Small Claims Court Gives "Little Man" a Break

By **JEANNE BELLAMY**  
Miami Herald Staff Writer

The time of this little scene is a year ago. The place: anywhere in Dade County. The character: Joe a working man, and Mr. Skinflint, who backed his big sedan into Joe's parked car and crumpled the fender.

"Here's the bill from the garage," says Joe "Twenty bucks."

"I haven't got time to be bothered with such trivial stuff," says Skinflint. "Get out of here and stop annoying me."

"But you know you ought to pay it," says Joe. "Besides, I've got to have the money so I can get my car out of the garage."

"So what? What are you going to do about it?"

Joe is burned up.

"I'll sue you!" he shouts.

"Go ahead," says Skinflint with a sneer.

And Joe never did sue, because he found out it would cost \$10 just to file the suit, and he'd have to hire a lawyer, and it might be months before the case would be tried. So he just paid the \$20 himself, muttering that a little man couldn't get justice.

\* \* \*

Remember the days when such incidents were common? It could have happened to you, and probably did, with some variation in details.

You know now, if you've been keeping posted on what goes on, that it needn't happen here any more.

During the past 12 months, several hundred persons in Dade County have discovered the new, cheap, easy way to collect just claims ranging from \$1 to \$99.99—the small claims court.

These courts were established Oct. 1, 1943 with the five justices of the peace as judges.

"We have had no complaints concerning the operation of these courts," writes Sydney L. Weintraub, chairman of the small claims courts committee of the Dade County Bar Association in his annual report.

"This committee is happy to report," Weintraub continues, "that the courts appear to be accomplishing the purpose contemplated in their creation, to-wit: provide a procedure whereby the 'little man,' so to speak, in the community can get his case before the court for a small filing fee and have it heard within 15 days without necessity of any technical and complicated procedure."

In case you haven't heard before, here's the way it works:

Suppose you have a just claim for any amount less than \$100. Whoever

owes you the money refuses to pay. You go to the nearest small claims court and tell the clerk your story. She helps you fill out a simple statement of the facts. You pay \$2.50 and the postage for having a notice sent to the defendant by registered mail. A hearing is set, right then, for a time not less than five days nor more than 15 days from the date you file the suit. You need no lawyer.

Here's the way it has been working, on the basis of reports from small claims court judges on 340 suits filed Oct. 1, 1943 to last June 1.

Thirty-five percent of the cases have been settled without a hearing. This means if you were a plaintiff in one of these 117 cases, you got the money due you, plus the \$2.50 filing fee, without even appearing in court.

Thirty percent of the cases have resulted in judgments for the plaintiffs. Had you been the plaintiff in one of these 102 cases, you attended a hearing at which the defendant told his story, too. Then you either got your money right away or in installments, as directed by the judge.

In 10 percent of the cases, the de-

fendants won. This means that if you were a plaintiff in one of these 34 cases, you lost, because the judge, after hearing both sides, decided you weren't entitled to the money you claimed was due you.

Twenty-five percent of the 340 cases were reported as new suits, still pending.

Weintraub, who drafted the legislative act creating the small claims courts in collaboration with Circuit Judge Paul D. Barns and Assistant County Solicitor Glenn C. Mincer, is enthusiastic about the results of the first year's operation.

In an address to the bar association, he explained the simplicity and cheapness of the procedure, adding:

"The very people who litigate in the smaller courts are our jurymen in the courts of larger jurisdiction. It is important to us as lawyers that they have respect for our judicial system and not come up to the larger cases as jurymen with a prejudiced impression that justice is only for those of wealth."

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# Differ on Whether Florida To Have New Land Boom

Is Florida sipping at the intoxicating flagon of another boom?

Nobody wants one—on that point all are agreed. But at least one expert on real estate values has spotted a boom-time trend in the Sunshine State.

Other authorities think Florida learned her lesson in the slap-happy days of 1925 and won't go off the deep end again.

Suspicious signs are seen by Ferman Wilson real estate editor of the Miami Herald and one of the State's foremost authorities on land values.

"Like the rumble of an approaching hurricane, there are signs on the Florida horizon of another of those big, bad land booms," Wilson declared.

"Booms are hatched on vacant land. Lately, there have been suspiciously large sales of unimproved property. One syndicate has bought 4,000 acres south and west of Miami for subdivision purposes.

"Another subdividing company has taken a 2,800-acre tract immediately north of Miami. Numerous individual lot sales are reported. On top of that, many are looking to Florida real estate as a hedge against inflation.

"Resumption of construction will be another factor. The present market cannot be considered a boom, but the wind is blowing in that direction."

A different view is taken by President J. E. Hollenbeck of the Florida Association of Realtors who said:

"The present real estate market is very active but sound because purchasers are buying for actual use. As long as the buyer has an actual or anticipated use for the property or if it can be put into use to earn a fair return on the cost, there is no boom. When the purchaser is not dependent on a resale before the next payment to meet that payment, there is no boom."

There is an acute housing shortage, Realtor F. Clyde Reese of Jacksonville said, and homes in Florida at present are selling for 20 to 40 percent more than their cost of reproduction. This is because there is such a tremendous demand for housing and not a large enough supply, he explained.

It is his opinion that Florida is as near a boom period now as it will get during or after the war.

"We do not want another boom in Florida," Reese said, "especially one

which would be tinged with the marks of the 1925 variety. We will not have another boom if the responsible realtors and business men have their way."

A short, sharp recession lasting six months immediately after the war followed by a period of unstable economy and then five to eight years of great prosperity, was predicted by Vice President Harold Colee of the Florida State Chamber of Commerce.

He firmly believes this era of prosperity will be followed by a severe depression unless the necessary precautions are taken by government and industry in Florida.

Under the impetus of the necessity of war, an embryonic industrial economy has developed in Florida which will head the State toward extensive lost war growth and development, Colee said.

"Florida will have an increased

tourist business plus greatly expanded agricultural and industrial markets. There will be the manufacture of huge stocks of goods to replenish the depleted supplies. This will help bring the law of supply and demand into a leveling off trend and aid in preventing another boom.

"Added to the already mature sugar industry will be the growth of new plants for dehydrating fruits and vegetables. War has discovered new uses for turpentine, tung oil, and even the lowly Florida seaweed. Many products have been found to have hundreds of profitable uses. Returning veterans and others will find Florida open for new and expansive opportunities."

Is Florida going to have another boom?

"The answer lies in the sanity and sense of the people of the State," Colee declared. "Thus far there are no signs of a boom on the business horizon."

Morgan's famous Confederate raiders had their camp paper, too. It was published intermittently on whatever press the cavalry could capture.

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# Peas From Seeds In King Tut Tomb Thrive In Florida

Pea vines at Orlando owe existence to seeds 3,300 years old, the second generation of the original. Planted "out of season," the peas matured so quickly that a new garden crop for Florida is indicated. Col. Harlan W. Holden, in charge of the amazing plants vouches for their astonishing progress at the AAF Tactical Center. A vegetable "life after death" is demonstrated, three of the original peas having been unearthed in the tomb of King Tutankhamen in 1922.

This is a story that covers nearly 3,300 years and 6,000 miles, from the burial place of a mummified monarch to the humming Army Air Forces Tactical Center at Orlando. It's about some amazing and apparently immortal little vegetables that have a touch of "The Sleeping Beauty" and "The Magic Beanstalk" in them.

It begins in Egypt.

When the young King Tutankhamen was entombed, about 1350 B. C., the Egyptians buried with him the precious works of art, jewels and rich furnishings befitting a ruler of that period. And in 1922 and 1923 when Lord Carnarvon and Howard Carter explored their historic discovery, the world goggled at the riches whose intrinsic value was estimated at more than \$40,000,000.

In that dazzling and slap-happy era of "King Tut" gowns, gags and gadgets, few persons paid much attention to such humble contents of the crypt as the grains and vegetables which had been interred with the king according to the custom of the time. But these ancient kernels, which had darkened and withered while 33 centuries dragged across the tomb, may prove to be one of the most important finds of all.

In their own quiet way they have already demonstrated an immortality that the Pharaohs failed to prove with all their elaborate rites and magnificently furnished tombs.

For seeds from that distant dynasty, carried to a country undreamed of during the reign of Tutankhamen have sprouted and flourished. And the second and third generations of those seeds seem bent on creating a stir of their own in the horticultural world.

In 1936 an English archaeologist who had worked on the Tutankhamen excavation sent to his American friend, Maj. Walter G. Dyer, three small, dry peas from the tomb. They were the first to arrive in this country, and in due season the major planted them in his garden at Portsmouth, R. I. They

grew just as if they had come right from the seed store.

The resultant seeds were planted the following year and Maj. Dyer harvested about a pound and a half of fresh peas. Some of these he took with him to the AAF Tactical Center in Florida, the unique military installation which includes, among its various experimental and training departments, a jungle survival course.

Col. Harlan W. Holden, commandant of AAF TAC's School of Applied Tactics, took charge from there. He acted on the theory that what grew in Egypt ought to do all right in Florida, and that a vegetable family that could come out of a 33-century coma might also survive off-season cultivation.

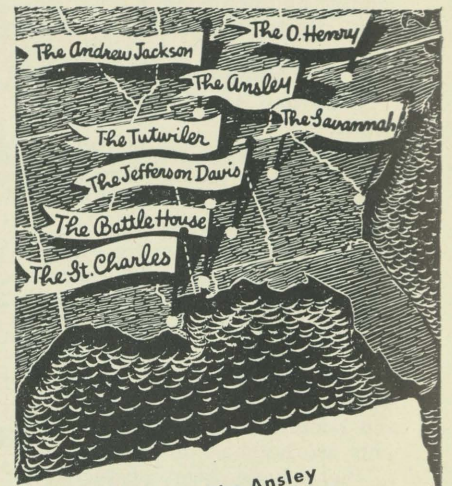
On April 10, after the regular pea crop in Florida was finished, he planted some 60 of these seeds in the sand-based soil outside his office.

Any gardener in this part of the country will tell you that you can't raise peas in the central Florida area at that time of year. As a matter of fact, they told Col. Holden that; and while he patiently listened to them over the phone, he looked out the window to where the peas were growing.

Marks on the colonel's window casing show the progress of the vines. In the first six weeks they grew three

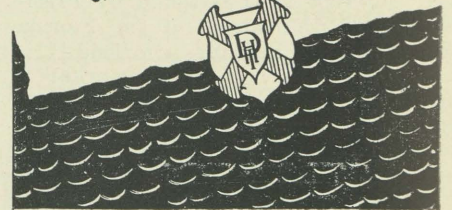
and a half feet. By the Fourth of July the pea vines were at an average of seven feet.

And there was something remarkable about these plants. They were given a wide berth by the worms, green lice and beetles, common to this



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part of the country, which continued to chew up other vegetation only a few yards away. Leaving aside one sergeant's interesting theory that these garden pests feared some kind of a "King Tut" curse, the matter is not entirely explained either by the careful attention which the pea vines received.

Cpl. Merle Tibbetts, who has had previous experience with growing things in the drier areas of California and who is now on duty with jungle course at AAFTAC, takes skillful care of all of his plants. He placed the "Kink Tut" peas in a trench filled with good earth, fertilized them, and watered them constantly. But wait a minute—

A few other seeds from the Rhode Island crop were planted at the same time. These seeds had been attacked by worms and beetles, and were so perforated by pests that they were considered practically worthless. They were tossed into some sandy soil near Maj. Dyer's office and given no attention at all. You guessed it—they grew, too; and were also immune from attack.

There was, as Cpl. Tibbetts puts it, a 100 percent germination of all the peas that were planted. The other half of the "third generation" peas are in a War Department envelope in Col. Holden's desk and will be planted during the proper season, when conditions are supposed to be more favorable to their growth! That will be in the late fall, to bear in December or early in January.

And what are the peas like? Maj. Dyer ate a part of the second crop, after boiling them in the usual manner. He reports that they were tasty and had a distinctive walnut flavor. Col. Holden refused to allow any of the present crop to be eaten because of his desire to accumulate a larger supply of seed stock. He plans to have a taste from any future growing.

These green peas, which grow about four to six in a pod, look like the usual garden variety except that they are slightly elongated and somewhat flatter than the average pea, which is almost perfectly round. The seeds are darker than the ordinary, varying from a rust color to deeper shades of reddish brown.

There's a definite possibility that these peas, more heat-resistant and apparently more bug-resistant than the ordinary, may provide a new Florida crop. He merely points out the window to the vines and says that he will be glad to pass his information on. And to horticulturists who wish to try cross-breeding or who want to carry the experiment forward in other ways, he is also willing to give a limited number of his seeds.

Electrolytic plate during wartime has replaced dipped plate for canning a large percentage of food products.

## TAKING FULL ADVANTAGE OF OPPORTUNITIES

(Continued from page 7)

which has been called the Gibraltar of the Western Hemisphere and which is also a unique point of interest for tourists and visitors.

The war, which handicapped highway construction, actually increased the need for free bridges, and made it mandatory that the important outpost of Key West be linked with the mainland. Full advantage was taken of these war necessities in order to obtain permanent benefits for the State. The road department, under Chairman Tom Johnson, therefore, turned handicaps to advantage and gave the State an administration of highway business sprinkled with lasting accomplishments of great value, during years when a policy of inactivity might have been expected and even justified.

At the same time, the road department has, of course, maintained thousands of miles of highways under hardships and in the face of extraordinarily heavy wartime travel and, on top of that, has husbanded its resources so that a reserve fund of several million dollars is on hand ready to be spent when the war ends for the dual purpose of extending the mileage of modern paved highway in

the State and of creating post-war jobs for returning servicemen and displaced war workers.

To our way of thinking Tom Johnson's outstanding characteristic is the kind of vision that enables him to see every opportunity.

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## National Forest Areas For New Hunting Grounds

State and Federal agencies are taking cooperative steps to assure Florida's general public of future hunting grounds amply supplied with deer, turkey and other game.

The U. S. Forest Service hopes within four or five years to open up two more large national forest areas to regulated hunting under a plan similar to the one that has operated successfully in the Ocala national forest since 1937.

That will do much to replace the hunting areas being lost to the average hunter through posting of properties by private owners who have bought up and fenced large holdings for agricultural development or personal hunting grounds.

The supply of game has been increasing throughout the State steadily in recent years, Director I. N. Kennedy of the State Game and Fish Commission said but Floridians are becoming more and more hard put to find a place in which to hunt it.

So the game department has furnished conservation agents to police game management areas set aside for development in the Osceola and Apalachicola national forests. After seven years of protection some deer are beginning to overflow onto private lands.

As soon as the supply gets great enough, the areas will be opened to hunters, John W. Squires, head of the U. S. Forest Service in Florida, said.

Squires is an old hand at supervised hunting. He organized the famous wild boar hunts in the Cherokee national forests in Tennessee and ran the deer hunts in North Carolina's Pisgah national forest.

Squires believes there is no reason why the Apalachicola national forest between Tallahassee and Apalachicola shouldn't be one of the best wild turkey hunting grounds in the Nation, because it is just the type of land best suited for turkeys. Deer and turkey hunting will be the big features when the forest is opened. There also will be bears, panthers, wildcats, foxes and the like if anyone wants to go after them.

On the Osceola forest near Lake City, the emphasis will be on deer, "and the population is increasing rapidly," Squires said.

Game management experts learned a lesson in North Carolina about how to give the general public a break on the hunting deal. Up there, after the game supply was established, private gun clubs bought up most of the land around the management area and monopolized the overflow of game.

So provisions are being made to see that it doesn't happen in Florida. Between every game management area and the boundary of the national forest there will be a buffer zone in which unregulated general hunting will be

allowed, as well as open strips inside the areas where it is possible.

For instance, the Apalachicola forest is split by two major rivers—the Apalachicola and the Ochlockonee. Along the banks of each there is a two- or three-mile strip outside the protected area.

Squires said hunting on a protected area, when done judiciously, increases the deer supply outside the area because it breaks up herds and causes the game to spread out and propagate new herds.

An average of 1,500 hunters a year have gone into the Ocala national forest since 1937 mainly to hunt deer, and about one hunter in every 10 has killed a buck, yet the supply still is increasing and hunting outside the

forest is better than ever. One buck a year is all a hunter is allowed. When he gets his share, he isn't allowed on the forest until the next season.

Aside from the game management areas, the State has steadily been building up the game in Florida with about 100 game preserves ranging from 5,000 to 100,000 acres. No hunting is allowed in the areas, and the game gradually is overflowing onto private lands.

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## Uniform National Highway Regulations Are Proposed

A resolution urging Nation-wide uniform highway limitations and dimensions for the improvement of interstate commerce was adopted by members of the Florida Highway Users Association, at a meeting in Orlando Oct. 12. C. B. Treadway, chairman of the group, presented the resolution to the State Road Department, also in session in that city, for consideration.

Pointing out that existing trade barriers and lack of uniformity in sizes and weights impede the movement of agricultural products, products of forest, petroleum, minerals, goods and people by motor vehicles, the resolution proposes that—

"States with low weights limits and dimensions revise their present laws toward a national policy on uniform minimum sizes and weights which is based on research, experience and engineering availed them by national and State trade organizations and Federal and State authorities.

"Congress and the State be urged to abolish all trade barriers to interstate transportation with respect to special taxes, nuisance taxes collected at ports of entry and the like.

"U. S. Public Roads Administration and the State Road Department of Florida plan and build future road systems adequate to meet the expected post-war use of all highway users, the expenditures for this program being kept within the users' ability to pay."

"Special motor imports levied for highway use to be kept at a minimum level.

"Florida continue and further promote reciprocal agreements with other States for the benefit of all highway users and the public interest."

Mr. Treadway stated that the resolution would be presented to all State Road Departments and filed in Washington for congressional consideration.

During the business session of the association Treadway was reelected chairman and A. Gertner of Jacksonville was elected secretary-treasurer.

## Man Who Served as Human Guinea Pig at Bay Pines

John R. Kissinger, Spanish war veteran from Clearwater is a patient in the Bay Pines hospital. Kissinger was a hospital steward in Cuba in 1900 with the American troops. He and John Moran volunteered to have mosquitoes, that were known to have bitten yellow fever patients, bite them. Both of them contracted yellow fever and it was then found how yellow fever was spread. These experiments have had much to do with the development of Central and South America, and the future of civilization in those regions.

Kissinger was awarded the Congressional Medal of Honor and other

medals for his part in those experiments. For many years he has lectured all over the Nation and has been in many motion picture films. He had to give up his lecture work three years ago and says he has never recovered from his case of yellow fever but figures that he has done his part in the saving of many millions of lives. He says that when he first came to Pinellas County that St. Petersburg had a population of 1,600.

About 90 percent of pulpwood cut in this country is carried in trucks, according to the Office of War Information.

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## State Releases Funds For Two Long-Pending Projects

State funds for two long-pending projects—restoration of St. Augustine and the Stephen Foster Memorial at White Springs—have been released by the cabinet.

The board agreed to permit expenditure of the remaining \$45,000 of a \$50,000 St. Augustine restoration appropriation that was voted by the legislature several years ago.

It also approved expenditure of \$15,000 on preliminary work toward construction of the Foster Memorial on the banks of the Suwannee River, which the composer made famous in song. The total appropriation is \$100,000, but only a few thousand dollars have been spent.

The \$45,000 allotted to the St. Augustine Restoration and Preservation Association will form the nucleus of a multi-million dollar fund which sponsors hope to raise through national organizations to restore the Nation's oldest city to the physical appearance it had during the Spanish days nearly 400 years ago.

"I can't imagine a better post-war project for St. Augustine than that," Gov. Holland declared, commenting that both Sen. Frank D. Upchurch and Walter B. Fraser, who will succeed Upchurch in the State senate, have requested that the State money be made available to get the program underway.

The cabinet made payment of the \$45,000 contingent upon receipt of a detailed report on how the first \$5,000 allotment was spent. The legislative act appropriating the funds requires that periodic reports on disbursements be made to the comptroller.

## HUMBLE CLOSES NO. 2 WELL

The Humble Oil & Refining Company has announced that its No. 2 test at Sunniland, on land of the Gulf Coast Realities Corporation, had been abandoned at 13,512 feet as a dry hole.

The depth, more than two and a half miles, compared with the world's deepest hole, 15,279 feet, in Pecos County, Texas. Next deepest hole in Florida is the No. 1 Humble well a mile east of the No. 2 hole, now producing from 11,626 feet.

The drillers encountered a show of oil in the No. 2 test at about the level of the producing well but drill stem tests were disappointing and the company asked the drillers to keep going.

With abandonment of the second test, the rig will be moved to the company's No. 4 location a mile and a half north of the discovery well, where drilling will be commenced as soon as it can be set up. No 1 is the only producing well in the State and at last reports was making about 35 barrels a day.

Humble No. 3 on State land in Dade County is down to 6,284 feet.

## Annual Gold Medal Award For Wildlife Conservation

The annual gold medal award to the individual selected as having done the best work for wildlife conservation in Florida will be made at the annual meeting of the Florida State Chamber of Commerce in Tampa on December 4-5, Walter C. Sherman, president of the organization announced.

All individuals, civic organizations, chambers of commerce, as well as sportsmen's clubs, interested in wildlife conservation are requested to send letters to the State chamber recommending any person whom, in their opinion, should be considered by the special committee appointed to make the selection for this signal honor. Workers in overalls will receive equal consideration with white collar leaders, Sherman said.

The award this year will be the fourth made by the State Chamber of Commerce under the sponsorship of the Florida Wildlife Federation. Governor Spessard L. Holland received the first, Augustus S. Houghton of Coconut Grove, secretary of the American Game Association, the second and Erl Roman, fishing editor of the Miami Herald, the third.

## NAVY APPROVES FLORIDA WORK

Approval of three Florida projects involving expenditure of \$52,850 by the navy has been announced by the office of Sen. Andrews.

They are: Naval air station, Pensacola, \$39,350 for building alterations and equipment; naval operating base, Key West, \$5,000 for widening approach to buildings No. 99; amphibious

training base, Fort Pierce, \$8,500 for water supply system improvements.

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## Florida Wood and Canvas Factories Are Commended

Florida manufacturers of wood and canvas products have achieved an outstanding record in the production and supply of engineer equipment and materials, Capt. Fred D. Mendenhall, engineer in charge of the Tampa U. S. engineer office said.

"Since the conversion from normal peacetime operations to producing for war, these manufacturers have turned out 4,000 precut barracks, 8,435 canvas water storage tanks, 140,000 canvas bags and carrying cases, 55,000 tool and equipment chests and 20,000 units of machine replacement parts," Capt. Mendenhall said.

Among miscellaneous items of military production listed were 14,000 wooden drawing boards and blasting cap-carrying boxes sufficient to hold 2,200,000 individual charges. The 4,000 precut barracks involved the utilization of 15,000,000 board feet of framing and crating lumber, 13,000,000 square feet of structural plywood, 472 tons of nails, bolts and other hardware, 36½ acres of insect screening and 28½ acres of plastic window glass substitute.

"If this material had been used on a peacetime housing project, it would have constructed more than 2,500 average residences, adequate to accommodate 10,000 people," Capt. Mendenhall said. "However, utilized in barracks designed by the engineers, the material is sufficient to shelter six divisions of troops.

"The total water storage of canvas tanks manufactured in Florida would care for the total consumption of a city of 500,000 population."

In addition to that production, Florida's natural resources have been mobilized for military supply. More than 112,000 gallons of turpentine and more than 25,000,000 board feet of lumber have been shipped overseas or to ports of embarkation. These shipments of lumber do not include those used in the manufacturing program carried on under the supervision of the engineers.

## HILLSBOROUGH DAM CONTRACT APPROVED

Award of contract by Tampa to Lewis & McDowell, Inc., New York, for construction of a dam in the Hillsborough River to impound water for the Tampa municipal waterworks has been concurred in by the regional office of the Federal Works Agency. Oliver T. Ray, regional director said the contract was for \$148,013, and the dam will replace one that was washed out in a flood several years ago.

The project is a part of extensive improvements being made to the existing water supply at Tampa and is being financed jointly by the city and Federal government.

## University of Florida Will Secure Dairy Grant

A research gift in dairy manufacturing at the University of Florida, given in memory of the late Robert W. Miller of Jacksonville, has been announced by Dr. E. L. Fouts, dairy technologist with the Agricultural Experiment Station, Gainesville.

To be known as the Robert W. Miller memorial grant for research in dairy manufacturing, the gift was made by the Miller Machinery and Supply Co., of Jacksonville, in honor of its late founder. Dr. Fouts said that the company has been interested in dairy research at the university for some years, and is now making the grant to further research work.

"We anticipate that similar grants

will be made in the future, and that they will permit the expanding of research in the dairy products laboratory by advanced students," Dr. Fouts stated.

The largest shipment of drugs flown by air express last year weighed 20,000 pounds and required the employment of two large cargo plans in addition to the regular air express service and was flown at a three-mile-a-minute speed from the United States to South America.

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## Nesting Season of Terns At Fort Jefferson About Over

The nesting season of the noddy and sooty tern colonies at Fort Jefferson National Monument is now drawing to a close. This season, as in the past eight years, these mysterious oceanic birds have nested on Bush Key, one of the Dry Tortugas Islands which lies just a few hundred feet northeast of the fort.

The history of these birds is most interesting. According to a study made by the National Park Service, the earliest knowledge of these colonies was recorded by the historian of Ponce de Leon, who discovered Dry Tortugas in 1513. Later in 1565, an English privateer named John Hawkins visited the island and in 1832 John James Aububon, the great naturalist and artist, wrote of his experience at the Dry Tortugas, at which time he painted the noddy and sooty terns. These three pioneers all referred to the great numbers of birds which nested there, told of killing boatloads of birds and gathering large quantities of their eggs.

In later years depredations continued, largely by egg dealers, who loaded tons of eggs for shipment to Cuba. These supplies were thought to be inexhaustible until the year 1903 arrived and it was found that only 4,000 birds remained. At this time interest in saving the colonies from extinction was aroused, and from then on, a steady increase has been experienced.

In 1935, when the area was proclaimed a national monument, the colonies totaled 33,000 birds. Under careful protection, this number has now increased to 130,000, and the colonies can again be considered one of the Nation's wildlife attractions.

## INTERSTATE OIL COMMISSION INVITED TO FLORIDA

Florida's State cabinet will invite the interstate oil commission to hold its December meeting in Florida. The commission is made up of officials of the Federal government oil producing staff and the petroleum industry and it holds quarterly meetings to discuss common oil problems.

Elgin Bayless, State land agent, who, with Assistant Attorney General R. W. Ervin, Jr., represented Florida at a meeting in Oklahoma City in October told the cabinet the commission "would like to meet in Florida if you will invite them."

Bayless suggested that members of the legislature and public officials be asked to attend the session to get acquainted with oil problems and other States' methods of meeting them.

Petroleum conservation, taxation and regulation probably will be one of the principal questions before the 1945 legislature.

## Junior Chamber Commerce To Meet in Miami Beach

The Florida Junior Chamber of Commerce will hold its fall conference at the McFadden-Deauville Hotel in Miami Beach November 4 and 5, President C. Ervin Waller has announced.

Featured speakers on the two-day conclave include Charles C. Schlink of Peoria, Ill., national chairman of the United States Junior Chamber of Commerce Veterans' Rehabilitation Committee who is making a Nation-wide tour in the interest of his work and Oscar B. Clark, national director from Kerrville, Texas.

Waller stated that the business sessions will lay stress on veterans' rehabilitation, the report and recommendations of a special committee studying coeducation for Florida's institutions of higher learning, and personnel training within industry for post-war preparation as recommended by the committee on economic development.

## INCOME OF FLORIDIANS INCREASES

Floridians are credited with an income of \$2,072,000,000 for 1943, according to the final computation of national and State income payments released by the Department of Commerce.

Income for Florida citizens more than doubled over the five-year period

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from 1939 to 1943. The State ranks fourth among 11 Southeastern States and 21st in the Nation.

The State's per capita income reached \$874 in 1943, being 32d nationally, and \$157 below the national average for the year.

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## Humble Given Oil Leases On 40,000 Acres of State Lands

Rent-free oil leases on 40,000 acres of State-owned Palm Beach and Broward County lands were granted to Humble Oil Company as part of the State reward for bringing in Florida's first commercial oil well.

Trustees of the internal improvement fund previously had awarded the company the \$50,000 cash prize established by the 1941 legislature. The company divided the cash and an additional \$10,000 evenly between the University of Florida and the Florida State College for Women for student scholarship funds.

The bonus leases are on the standard form for oil leases. The company has oil rights on the lands for five years without paying rent, and if it is drilling on the lands at the end of five years it will be entitled to renew the leases at 10 cents an acre per year. One-eighth of any oil produced will belong to the State.

Four separate leases were granted, each covering a 10,000-acre tract. The leaseholds run in a line south from a point about 20 miles west of West Palm Beach but are not connected. Most of the area is in Palm Beach County.

Internal improvement fund trustees also granted two five-year 122,000-acre leases on submerged land along the Florida keys to J. P. Scranton of Houston, Tex., under the options in a 1943 exploration agreement.

The area leased runs from Boca Chica to Bahihonda Key. The price, stipulated in the old exploration agreement was \$500 for each lease for the first year and annual rental ranging from one to 10 cents an acre, depending on the classification of the lands, thereafter.

Scranton previously exercised his option to take three leases in the Card Sound area, where he now is preparing to drill a well.

The exploration contract was given originally to William G. Blanchard, but he assigned three-fourths interest to Scranton. The contract gives Scranton and Blanchard the right to make oil explorations and an option to lease selected drilling blocks in a million-acre area of ocean and gulf bottoms around the Florida keys.

Submarines, according to Navy custom, never cross the equator—they always dive "under" it.

Some telephone cables contain as many as 4,242 wires.

## Rare Blue-Headed Quail Is Caught By Naturalist

A rare blue-headed quail-dove, caught by caddies on the Fort Myers golf course was tentatively identified by Ike Shaw, taxidermist, and Ronald Halgrim, amateur naturalist, as a Gambel's partridge, commonly known in the Southwestern States as an Arizona quail. At present the bird is being cared for by Mr. Shaw at his Heitman street shop. It eats and drinks and does not act wild in its cage although it escaped once yesterday while Mr. Shaw was trying to discover if one of its wings had been cropped or injured.

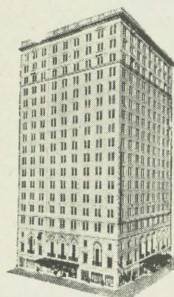
L. V. Harris got the bird from the caddies and showed it to Secretary W. B. Seabrook of the chamber of commerce. Seabrook called in Halgrim who looked up the specimen in an Audubon book. It was not shown in his Florida bird manual. Halgrim tentatively identified it as a blue-headed quail-dove or staroneas cyanocephalia. When the bird was taken to Ike Shaw he got out his encyclopedia and decided that the beautiful red-beaked and pink-footed bird which looked like a cross between a quail and a large pigeon was a Gambel's partridge, a rare type, also known as the Arizona quail.

The bird could have been an imported specimen escaped from an aviary or may have blown here. Strange birds often join migrating flocks and many types of birds fly to and over Florida both from the north and south. Mr. Shaw said he hoped that if the bird had escaped from some private aviary the owners would communicate with him. Some Cuban quail

and western quail have been imported into Florida in the past but none of the varieties have multiplied to any extent. A rare quail-like bird, sometimes coming up from the keys, is the white-crowned pigeon formerly plentiful at Key West but now almost extinct. The bird found here is blue with a white throat and a black bar over the eyes. The breast is brown and white barred.

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## Inventive Genius Is Now Sailor At Jax Air Station

The full name now is Seaman Second Class Carl M. Brainard, Jacksonville Naval Air Technical Training Center, but a short time ago in Hollywood he was known as the "Wizard of Oz."

He's only 22 but he holds so many patents he's actually lost count of them.

One of his best-known inventions is a super-modernistic auto which is currently being rented by Hollywood studios to use in pictures dealing with the future.

His career as an inventor started when he rigged up a radio-telephone in the glove compartment of an auto which would enable him to dial any telephone within 20 miles and carry on a regular conversation.

What's more he could fix it so when his home phone rang, the device in his car would ring, also.

There was no holding him from then on. He got a job in a Burbank, Calif., aircraft factory and right away began looking for new worlds to conquer. After watching maintenance men constantly replacing dead fluorescent lighting tubes, he set out to find a way to salvage the old tubes.

The medium he hit upon for energizing the "dead" tubes was sound. He'd line up a bank of old tubes, play boogie-woogie on a phonograph, and watch the tubes begin to glow as the gas reacted to various keys.

He is given credit for this invention in Radio and Television Weekly.

He improved his fluorescent energizer machine and out of it grew the "light organ," used to reproduce in colors the tones of orchestral music.

When he was 20 years old the royalty checks were pouring in and he built himself a home complete with all kinds of trick gadgets, such as sliding doors and trick mirrors.

Then he invented the super-dooper auto of the future. It was so unlike any other existing vehicle that no one but Brainard could drive it. When he went to "boot" camp at San Diego, he had to have a friend come there for instructions in handling the contraption so it could be driven back to Hollywood.

He's standing by for Aviation Electrician's Mate School, and he's also quite a versatile entertainer, having appeared as master of ceremonies in USO shows.

## INDIANS TO SCHOOL

Kenneth A. Marmon, head of the Seminole Indian agency at Fort Myers has announced that 10 Indian children ranging in age from 10 to 19, would leave the Big Cypress reservation for the Cherokee Indian school at Cherokee, N. C. The youngsters, chosen for their special aptitude will receive the equivalent of a high school training

along vocational lines. The party is in charge of Mrs. William Boehmer, wife of the principal of the Brighton Indian school.

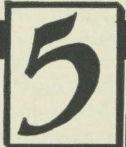
## SUPREME COURT REFUSES TO RECONSIDER BALLOT RULING

The supreme court October 10 declined to reconsider its decision ruling off the general election ballot a proposed constitutional amendment that would have consolidated city and county tax offices and some court functions in Dade and Orange Counties.

Attorney General Watson, representing Secretary of State R. A. Gray in a suit brought by the city of Coral Gables attacking the amendment, had asked for a rehearing.

The Army Ordnance plant at Evansville, Ind., produced 2,732,393,000 30-caliber and 45-caliber cartridges in 1943. Laid end to end, they would encircle the world 2½ times.

Britain provides the U. S. armed forces in England with 20 percent, by weight, of their food.




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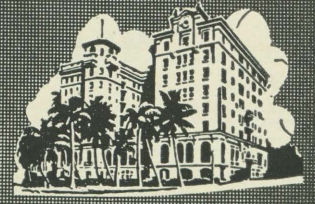
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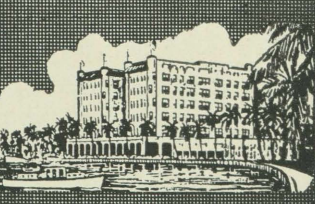



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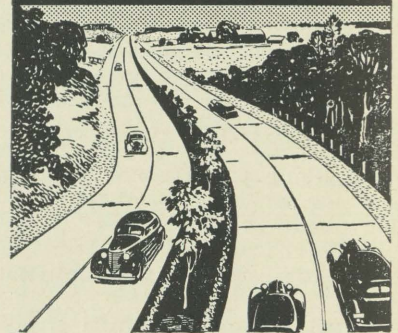
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## DEMOCRATS HONOR JOHNSON

(Continued from page 11)

the only affair of the day which entertained the visitors. At noon the Pensacola Interstate Fair Association gave a fish fry at the State Farmers' Market at Gouling, when brief speeches were made by several, including Senator Rose and W. R. Helie, former Escambia representative in the house.

In the early afternoon the visitors attended a dedication of the new State Highway Patrol substation in Pensacola. Johnson turned over the new headquarters, which contains office, sleeping quarters and radio equipment to Director J. J. Gilliam. State Senator-nominee Dave Thomas acted as master of ceremonies.

The headquarters are buildings once owned by the Pensacola Bridge Corporation. The bridge, through efforts of Johnson was acquired by Escambia County and made toll free. In ceremonies last year it was rechristened the Thomas A. Johnson bridge.

The highlight of the banquet ceremonies was the presentation to Johnson of the Escambia Democrats trophy by F. Glenn Wilson, president of the club. Byrd Sims, a past president and head of the organization in the third district, presented Johnson with a large volume of testimonial letters from friends throughout Florida.

Rev. Fr. Fred Hughes of St. Michael's Catholic church, which is Johnson's parish asked the invocation. Mayor Walter E. Wicke of Pensacola made a brief welcoming talk. All the talks were brief, being 10 minutes or little more each.

Frenkel then opened up on Johnson's boyhood, revealing that "Smoke-stack" had worn long golden curls and "little dresses" until he was 7 years old, and that he had taken violin lessons from a Republican. At this point a violin was produced and Johnson asked to show his skill. Nothing abashed, the road board chairman clutched the instrument under his chin and played a few bars from an old practice tune "Peekaboo," until the roar of the crowd drowned out the strains.

Johnson's first job was for the Louisville & Nashville Railroad, where his dexterity with figures quickly brought his promotion to chief clerk. Later he installed a record filing system in use to this day.

In his youth, "Tommie" was an expert baseball player and held down first for the Eagles, Frenkel said.

Langford told of his instrumentality in bringing industries to Pensacola, of his work for the Bruce Dry Docks and for the Pensacola Shipbuilding Company. The Johnson family, Langford said, always had been identified with the Pensacola waterfront and Tom Johnson is eager to see further Pensacola port development.

After paying tribute to Johnson's unbiased work as road department chairman, Governor Holland launched into a discussion of issues in the approaching general election. He stated these issues briefly as follows:

1. What course can we pursue to win this war as soon as possible?
2. How can we vote to assure permanent peace?
3. Which party will give us and our servicemen the best chances for a happy and prosperous life, with educational opportunities?

In answer to the first question, Holland lauded the leadership of the president as commander-in-chief and told of his struggle against Republican and isolationist opposition to prepare for defense and for war, if need be, back in the years before the war. He told how Republicans had opposed selective service and had wanted to send men home after a year's training. "Think how this would have disrupted our Army and our Navy at the very time when we needed them most," he said.

The governor recalled that Franklin D. Roosevelt was assistant secretary of the navy when his opponent was a very young boy. He told of his familiarity through the years with national and international problems, of

his world prestige among the leaders of other nations. "Shall we cast all of this aside, shall we reject a man taking a post-graduate course for a mere freshman?" he asked.

To the third question, Holland gave answer with a citation of the social legislation, such as social security, unemployment insurance, security exchange commission, guarantee of bank deposits, home owners loans and Federal housing legislation, which he said, "our opponents now have adopted."

The governor stressed particularly

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the "G. I. Bill of Rights" which assures education and rehabilitation for the returned veteran and compensation while he learns or while he is seeking a job.

"The Democratic party is the party of humanitarianism," he said. "It places the welfare of men above money. Examine the two parties unbiasedly and you cannot but conclude that the common man has the best opportunity with the Democrats in power."

Even with the delicate racial issue, Governor Holland said, the South can expect better treatment from Democrats than from Republicans. He cited the race riots in Detroit and in New York as evidence that Republicans do not know how to get along with the negro.

On the question of equitable freight rates for the South, Governor Holland lashed out at Dewey, Republican nominee. "We know what to expect from Dewey because he has placed himself on record before the Interstate Commerce Commission by protesting against a fair rate structure for the South."

Governor-nominee Caldwell ascribed to Johnson the qualities of loyalty, willingness to work, common sense and integrity and urged that these same qualities be built into the Democratic party.

Urging individual members of the party to be loyal, Caldwell said that "we cannot improve it by jumping party lines or splitting tickets."

"As for myself, if I am ever tempted to split the ticket, I will quit the Democratic party and join another," he said. "I would never be happy as a half-and-half."

Caldwell hastened to say that he did not approve of everything the party had done "but when you lay the two parties side by side, you find that ours has the best record and offers the greatest hope."

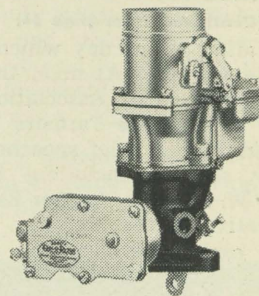
In accepting the trophy "with appreciation from the bottom of my heart," Johnson urged the assembled Democrats to see that their people were registered and that they vote. "The only way elections are won is by polling votes," he said with practicality.

He then told how one vote had decided a treasurer's race in Pensacola, how a mayor had been elected by five votes and how a city councilman and a county commissioner race had resulted in tie votes. "Yet there were hundreds of persons qualified to vote who stayed away from the polls when they could have changed the outcome of those elections," he said. "This shows how important every single vote can be."

Johnson said he had no doubt that Florida would go strongly Democratic, that he would like to see the vote not only overwhelmingly Democratic, but also representative of a large percentage of the qualified vote of the State.

He recalled that under the Taft administration, the old Navy Yard in Pensacola, then a thriving industry had been closed and its machinery and personnel sent elsewhere. It was under the Roosevelt administration as assistant secretary of the navy that the yard was reopened as a naval air training station, he said.

"We in Florida cannot possibly hope to retain all of the Army and Navy and Coast Guard bases which we now have," he said, "but I am confident that we shall receive much fairer consideration for these military establishments under a Democratic administration."



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Florida



## FOURTH ESTATE

(Continued from page 24)

in many a year, if not the very best the State ever has had, and he deserves the honor without question. Not only is he admired at home; he has, by his unswerving fairness, overcome the usual sectional prejudices and won praise from all parts of the State.

The gathering of State officials here has another important purpose. It virtually marks the start of the Democratic party's State-wide campaign for the reelection of President Roosevelt and the election of the entire Democratic ticket in Florida. The party's finance committee will hold its first and perhaps its only meeting prior to the election here today and we have no doubt that addresses at the banquet tonight will have some bearing on the party's campaign.

The Democrats have no cause for alarm in Florida this year, in spite of the talk against the New Deal in some quarters. The newly organized "Independent" party will carry little influence with the rank and file of the voters, the majority of whom will remain loyal to the Democratic banner.

Even the Independents, whose names are unknown to most Floridians have urged their followers to vote for Millard Caldwell and the whole State Democratic ticket, with one exception. They only oppose Roosevelt and Truman and Sen. Claude Pepper. Their vitriolic resolution charging "South-hating," "communism" and "undermining and destroying the American system of government" to the New Deal is likely to cause such reaction that it will lose rather than gain support for Dewey, Bricker and Miles H. Draper, Tampa attorney whom the Florida Republicans have put up against Pepper.

But the Democrats will do well to campaign for a full expression at the polls. As President Roosevelt pointed out in his Thursday night address, it is the duty and responsibility of every qualified voter to register and to vote in the general election. We in Florida, where Democrats are so preponderant, are prone to take the election of primary nominees as a foregone conclusion and to fail to take the trouble to vote in November. The Democrats can be of real service to democracy in campaigning for registration and voting by every qualified citizen. If this is done, we have no doubt of the result.

Again we welcome these leaders of Florida democracy to Pensacola. We wish for them a pleasant stay and we hope for them overwhelming victory in the election just ahead.—Pensacola Journal.

## IT HAPPENED IN FLORIDA

(Continued from page 27)

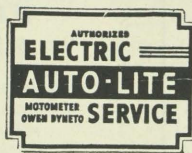
knocked Miss Ward down twice, knocked her out once, dragged her the length of the dance floor, stomped on her. When the manager protested,

Rose removed a shoe, cracked him over the head with the heel.

★ Mrs. Mary A. Moulton, 99, of Miami, told police that a visitor had stolen from her home a picture of herself taken many years ago in a frame 100 years old. Tampa officers were

puzzled by a deaf mute, 80 years old, who would write only a name; in his pockets were \$90 in bills, \$25 in coin.

The first post office in the United States was established in 1639 at the home of Richard Fairbanks in Boston.



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Orange &  
Grapefruit  
Juice

*Vita-Nip*

Orange &  
Grapefruit  
Juice



# Transactions of Meeting of Florida State Road Department

## HELD AT ORLANDO, OCTOBER 12, 1944

The State Road Department of Florida met in regular session at Orlando on the 12th day of October, A. D. 1944, with the following members and officials present:

Thos. A. Johnson, Chairman; Jack F. Townsend, James R. Stockton, O. G. Lindsey, C. Fred Ward, Members; H. H. Baskin, Secretary; L. A. Fraleigh, Jr., Assistant Secretary; J. H. Dowling, State Highway Engineer; L. K. Cannon, Asst. Highway Engineer; N. L. Bryan, Federal Aid Engineer; E. S. Fraser, Bridge Engineer; W. M. Parker, Engineer Research and Records; C. J. DeCamps, Engineer Right of Way; J. W. Allen, J. R. Slade, H. H. McCallum, N. S. Emery, P. L. Hoskins, Division Engineers; T. M. Shackelford, Jr., Attorney; G. T. Shannon, Assistant Attorney; R. J. Waterston, Jr., Auditor.

### APPROVAL OF MINUTES

On motion of Mr. Townsend, seconded by Mr. Lindsey, the minutes of the Quarterly meeting held at Tallahassee on August 28 were approved.

### APPROVAL OF CONTRACTS

On motion of Mr. Ward, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates, as hereinafter indicated, receive bids for the construction of certain projects and for the furnishing of certain materials, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows, to-wit:

#### Construction

##### Bids received Aug. 29

8613-102, 361, Broward, R. H. Wright & Son, \$68,718.61.

4901-901, etc., 10 & 6, Franklin-Gulf, R. T. Gordon, \$25,569.20.

3615-102, 81, Marion, L. J. & W. L. Cobb, Inc., \$89,698.34.

7106-105 & 7102-107, 48 & 3, Clay, Duval Engr. & Contr. Co., \$36,381.25.

5804-901, etc., 10-115, Santa Rosa, Walton & Okaloosa, Smith Engr. & Const. Co., \$21,291.46.

4608-901, etc., 52-10, Bay, Coggin & Deermont, \$25,285.03.

##### Bids received Oct. 3

1301-112, etc., 5, Manatee-Sarasota, Cone Bros. Contr. Co., \$18,778.80.

1006-105 & 1007-103, 23, Hillsborough, Cone Bros. Contr. Co., \$43,135.20.

2910-103, 236, Columbia, Marion Contr. Co., \$101,262.38.

#### Materials

##### Bid received Aug. 24

WH Acct. 8431, Emulsified Asphalt, Smith Contr. Co., \$30,800.00.

##### Bid received Aug. 30

WH Accts. 8432 & 8431, Tr. Struct. Timber, T. R. Miller Mill Co., \$3,232.41.

### APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Ward, seconded by Mr. Lindsey, the following Supplemental Agreements were approved:

DA-WC 24-A(1), 272-26, Access, Dade, R. H. Wright & Son, \$650.00 Inc.

Sec. 3615 Job 102, 81, Marion, L. J. & W. L. Cobb, Inc., \$10,160.34 Inc.

4802-104, 5705-105 & 5805-108, 1, 54, 37, State, Escambia, Okaloosa & Santa Rosa, Smith Engr. Constr. Co., \$28,613.83 Inc.

9310-108, 25, State, Palm Beach, Brinson Constr. Co., \$0.58 Dec.

DA-NR 10-B(1), 537, Access, Escambia, Smith Engr. Constr. Co., \$8,268.91 Dec.

### APPROVAL OF MEMBERS' EXPENSE ACCOUNTS

On motion of Mr. Lindsey, seconded by Mr. Ward, the following expense accounts of the Members were approved:

Johnson, 6-6 to 7-15	\$ 10.83
Stockton, 8-27 to 8-28	12.50
Lindsey, 8-3 to 8-30	36.85
Lindsey, 9-7 to 9-29	17.35
Ward, 8-8 to 8-31	62.95
Townsend, 12-3-43 to 6-8-44	128.30

### TESTIMONIAL TO THOS. A. JOHNSON

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution prepared by the Secretary under direction of Members Stockton, Townsend, Lindsey and Ward, under date of October 5, 1944, as a testimonial to Chairman Thos. A. Johnson, was approved and ordered recorded as a part of the minutes of this meeting:

"WHEREAS, the Honorable Thos. A. Johnson was appointed to the Board of the Road Department by Governor Spessard L. Holland and designated as Chairman thereof February 17, 1941; and

WHEREAS, during a lifetime of public service Thos. A. Johnson has worked diligently and tirelessly for the cause of Democracy in Florida and during the period in which he has been a Member of this Board has worked in harmony and friendship with all of the Board in carrying out the duties assigned to him; and

WHEREAS, during the War period many extra duties are required of the Chairman in helping in the War effort and particularly in dealing with military forces in the construction of roads and airports; and

WHEREAS, it has come to the attention of this Board that the Escambia County Young Democrats Club has chosen Thos. A. Johnson as the recipient of a plaque recognizing him as the outstanding citizen of 1944 for service to the Democratic Party to be presented at a testimonial dinner to be held on October 7, 1944 at Pensacola; and

WHEREAS, each Member of this Board desires to commend and endorse the action of the Escambia County Young Democrats Club,

NOW, THEREFORE, BE IT RESOLVED that the Board of the State Road Department in a special order of business approved by each Member does hereby commend and endorse the action of the Escambia County Young Democrats Club in their selection of Thos. A. Johnson as the outstanding citizen of 1944 for service to the Democratic Party.

### DEATH OF WILLIAM E. POWELL, 1ST. LIEUT. U. S. INFANTRY

On motion of Mr. Townsend, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, William E. Powell, Tampa, Florida, prior to his entering the services of the U. S. Army in February, 1942 was an employee of the State Road Department of Florida in the First Division; and

WHEREAS, it has come to the attention of the Department that he was killed in action on September 17, 1944, thus paying the supreme sacrifice in line of duty in the service of his country,

NOW, THEREFORE, BE IT RESOLVED that this Department deeply regrets the loss of this brave and loyal American and valued employee, and does hereby extend to his wife sincere and heartfelt sympathy in her bereavement.

BE IT FURTHER RESOLVED that a copy of this resolution be furnished to Mrs. Powell and that it be spread upon the permanent minute records of this Department.

### INVOICE FOR REPAIRS TO ANDREWS AVENUE BRIDGE—FT. LAUDERDALE

On motion of Mr. Lindsey, seconded by Mr. Ward, the invoice for repairs to the Andrews Avenue Bridge in Fort Lauderdale, in the sum of \$4,088.90, was approved for payment, pursuant to order of the Board under date of June 29, 1942.

### CANCELLATION OF PERMITS ALONG HECKSCHER DRIVE

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, on the 20th day of December, 1943, by Deed of Conveyance from the North Shore Corporation to the State of Florida, duly recorded in Deed Book 1015, Page 83, of the public records of Duval County, the State of Florida became vested with the title to certain lands for the use of the State Road Department in connection with the purchase of State Road No. 596, known as the Heckscher Drive; and

WHEREAS, the State Road Department did subsequently, by agreement, permit certain persons to occupy portions of the said lands subject, however, to the revocation and cancellation of the said permits upon giving to the grantees thereof 60 days notice in writing of its intention to so terminate; and

WHEREAS, it is considered to the best interests of the State Road Department that the said lands shall be cleared of all buildings and other structures under the terms of the said permits, as soon as conditions permit,

NOW, THEREFORE, BE IT RESOLVED that all persons occupying any portion of the lands recited above be, in accordance with the said permits, notified in writing that their period of occupancy is likely to be terminated at almost any time and that they should be seeking other locations off the State right of way; and further, in view of this fact no improvement expenditures should be made by them for the reason that permits can be cancelled and revoked upon giving 60 days written notice directing that all of the buildings and structures located upon the said lands be removed in accordance with the conditions of the said permits.

### DELEGATIONS AND REQUESTS

#### Belle Glade

A letter was received from the Mayor-Commissioner of Belle Glade, enclosing a resolution of the City Commission, asking for the immediate betterment of Road 172 from State Road No. 25 westward, at least, to the westerly city limits of Belle Glade.

#### Brevard County

The Brevard County delegation included A. Fortenberry, Chairman, ... A. Dunn, Commissioner, and Representative L. C. Crofton.

Mr. Crofton thanked the Board for what has been done for them and commended Governor Holland for his wise selection of the men on the Board. He reported that he had worked out with Mr. Ward a survey on Road 219 down Merritt Island and that the Mather Bridge matter would be concluded within a few days. He made the following requests:

1. Attention to both ends of Road 219.
2. A little more shell on Road 119 at Orsena.
3. Hardsurfacing of a part of Road 219 from Orsena to connect with present road.
4. Continuation of improvement on from Wilson as far as the Coast Guard station.
5. Application of tar on the 4 miles of Road 119-A up to Shiloh.
6. That Road 140 north of Cocoa Beach should be refinished and have application of tar.



Mr. Fortenberry spoke in behalf of Road 219 to serve the citrus section of the county.

#### Cross State Highway

Those present as representatives of the Cross State Highway Association were: Lloyd Gahr, President of the Orlando Chamber of Commerce; L. D. Edge, Groveland, President of the Cross State Highway Association; Andy Slaughter, Secretary, Orlando Chamber of Commerce; H. P. Leu, Director of the Highway Committee, Orlando Chamber of Commerce; Senator J. J. Parrish, Titusville; R. L. Dick Parks, Secretary, Titusville Chamber of Commerce; Frank Roper, Mayor of Winter Garden; H. C. Brown, Mayor of Clermont, and I. F. Morris, also of Clermont.

The Association thanked the Board for the surveys now being made over the route for the Cross State Highway, and requested that a part of the route be let to contract. Mr. Slaughter asked that contracts be let this year, if possible, on the east end from Signal Hill east, also from the Lake County line about 5 or 7 miles eastward. He stated this would eliminate some accidents and that the right of way matter could be straightened out. Chairman Johnson explained the necessity for WPB approval on these projects, and outlined the problems confronting the Department in obtaining such approval. Mr. Slaughter stated they were willing to assist in any way possible to get the work done, including the securing of all right of ways required.

#### Hillsborough County

A resolution from the County Commissioners of Hillsborough County requested the reconstruction of that portion of State Road No. 5, lying in said County, between its intersection with State Road 79, south through Riverview to a point near the north boundary of Section 8, Township 31 South, Range 20 East, to conform to the remainder of the said road in Hillsborough County at the earliest possible time.

#### Homestead's Request for Road to Cape Sable

A resolution from the City Council of Homestead, Dade County, requested the co-operation of the State Road Department and the Boards of County Commissioners of Dade and Monroe Counties, respectively, in the maintenance of the road to Cape Sable.

#### Leesburg

A. C. Newman, City Manager of Leesburg, filed with the Board a map of the City of Leesburg and a resolution from the City Commission requesting that eight additional connecting link streets in Leesburg be designated by the Department for maintenance. He also stated the City Commission had passed a resolution requesting a survey of an east and west designation through Leesburg. Member Ward assured him that this latter request would be taken care of as soon as a survey party is available.

#### Orange County

E. D. Cook, Chairman of the Board of County Commissioners, reported that the Army has taken a part of their county road within the air base but that the by-pass road promised by the Army has never been completed, and he requested some help from the Road Department. The road in question is northeast of Lake Spier and extends west 1 mile to connect with a paved county road. He was advised that investigation will be made to ascertain whether Access Road funds may be secured for this work.

#### Palm Beach County

Chairman A. A. Poston, of the Palm Beach County Commissioners, appeared before the Department to pay his respects.

#### Sebring

Resolutions from the Chamber of Commerce of Sebring, the Rotary Club of Sebring, Sebring Firemen, Inc., and the Lions Club of Sebring requested repairs of that portion of State Road No. 8 south from Sebring; that portion of State Road No. 67 from Lake Annie to Venus; and that portion of State Road 32 from the Highlands County line to Avon Park and vicinity.

#### Volusia County

The delegation from Volusia County included Geo. C. Beck, County Commissioner, and John C. Deal and H. C. Allan, Citrus Growers.

Mr. Beck requested the installation of two culverts on Road 4 at Turnbull Hammock in Volusia County, because those there at present are too high to take off the water.

Mr. Allan and Mr. Deal supported this request, and Mr. Allan stated that 1,000 groves are affected.

The matter was referred to the Member and the Engineer from that District.

#### Wauchula

A letter from Mr. Latimer C. Farr, Attorney, presented requests from the City of

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Wauchula that Sixth Avenue in said city be widened and reconstructed.

Also that when the road east of Wauchula, to the Highlands County line is improved, the roadbed be widened and straightened and a new bridge be put in at Charley Creek before the new pavement is laid. This latter request came from Kiwanis Club, the Lions Club, and the County Commissioners, as expressed in Mr. Farr's letter.

#### AUTHORITY AND REQUEST FOR RIGHT OF WAY

Resolutions authorizing and requesting that right of way be secured were adopted covering the following projects:

Alachua County Rd. 2-A, Proj. 5354 (Sec. 2602), Stockton, Lindsey.

Brevard County Rd. 140, Section 7006, Ward, Lindsey.

Duval County Rd. 139, Section 7217, Stockton, Ward.

Glades County Rd. 164, Hendry Co. Line to Harrisburg, Townsend, Lindsey.

Hendry County Rd. 164, Pt. in LaBelle to Glades Co. Line, Townsend, Lindsey.

Hardee County Rd. 2, Proj. 1045 (Sec. 0607), Townsend, Ward.

Santa Rosa County Rd. 37-190, Proj. DA-NR 26-A(1), Stockton, Ward.

#### RESOLUTION OF THANKS

On motion of Mr. Stockton, seconded by Mr. Lindsey, it was unanimously agreed that the sincere thanks of the Board be expressed to the Chamber of Commerce of Orlando, through its President Lloyd Gahr and Secretary Andy Slaughter, and to Mr. William Day, Mr. J. E. Robinson and Mr. E. R. Carswell, for the delightful supper party given at the Angebilt Hotel for the Board Members, the Engineers and other employees of the Department in attendance at the meeting; also to the Chamber of Commerce for the luncheon for the Board Members, and that this action be recorded as a part of the minutes of this meeting.

#### ADJOURNMENT

There being no further business at this time, the meeting was adjourned, with agreement that the date for the next meeting would be set by the Chairman.

#### F.T.A. WAR CONFERENCE

(Continued from page 22)

er's worries—you still have to find the tire."

Listed as one of the main post-war projects of the association is complete cooperation with the national association in securing uniform weight laws among the forty-eight States so as to allow trucks to carry capacity loads, as is now being done in many States under wartime regulations.

Walter L. Miles, executive secretary, Motor Carriers Southern Claim Conference in his talk to the group recommended that all carriers handling COD shipments place these funds in a separate "trust account" so as to avoid confusing customers' funds with operational accounts.

L. S. Dasher, apprenticeship training director, War Manpower Commis-

sion commended the membership on establishment of several schools in Florida for the training of personnel and further urged that all companies cooperate with these schools.

In closing its seventh annual conference the delegates proposed a membership drive to increase the membership to over 2,000 active members.

#### JURYMAN'S LUCK

When the name of the plaintiff was called out in court, much to everyone's amazement, he stood up in the jury box.

"What are you doing there?" snapped the clerk.

"I was called to serve on the jury," was the meek reply.

"But you must have known you couldn't sit on a jury and try your own case?"

"I suppose not," admitted the plaintiff ruefully. "I did think it was a bit of luck."—Clewiston News.

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West Palm Beach, Florida





This picture was taken during the visit of Mr. Johnson at the plant of Bordo Products Co., Winter Haven. Left to right, Eric C. Johnson, president United States Chamber of Commerce; Niels Bach, plant manager; H. C. Ketzler, president of Bordo Products Co., general office, 2035 Calumet Ave., Chicago, Ill.

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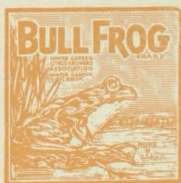
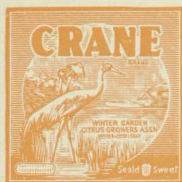


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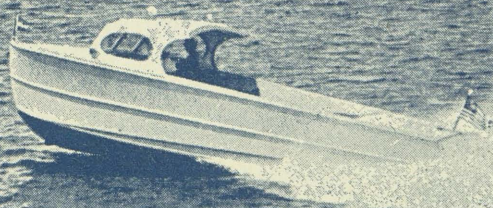
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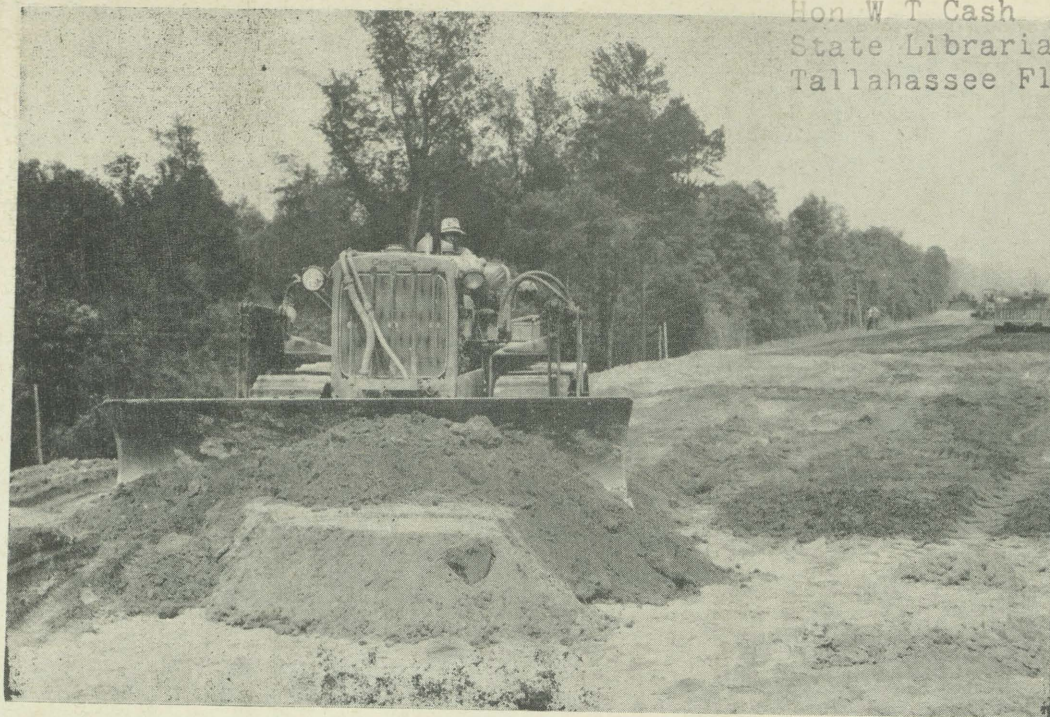
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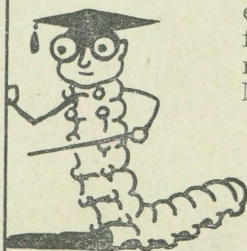
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